

13 APRIL 1956

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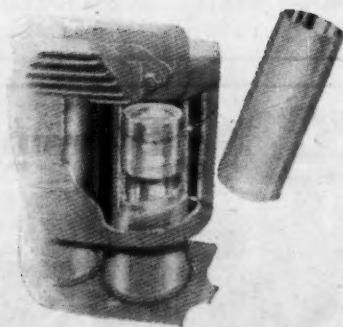


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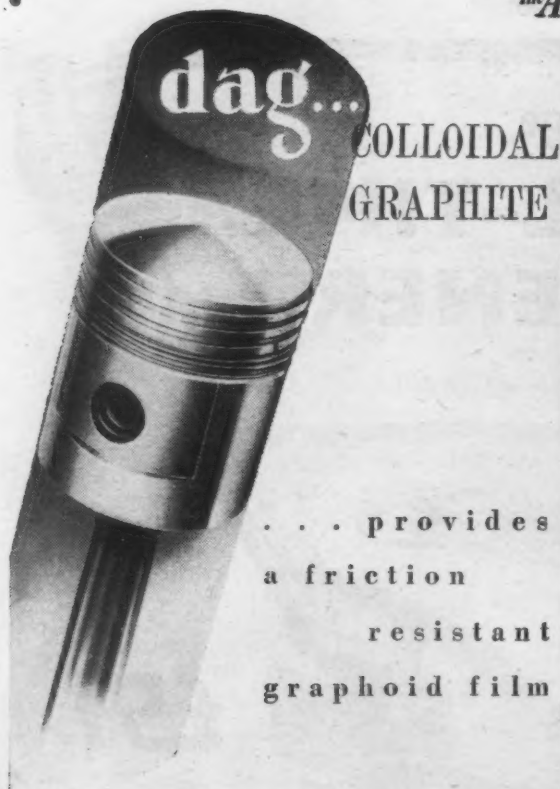
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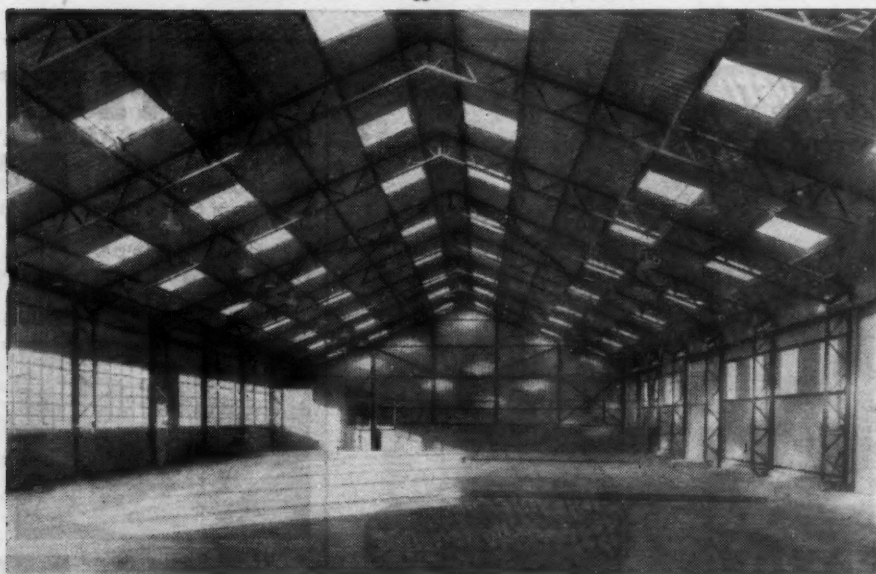
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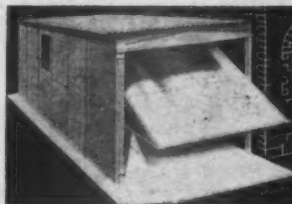
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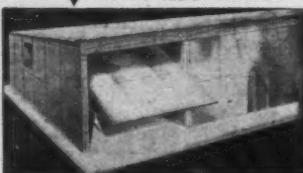
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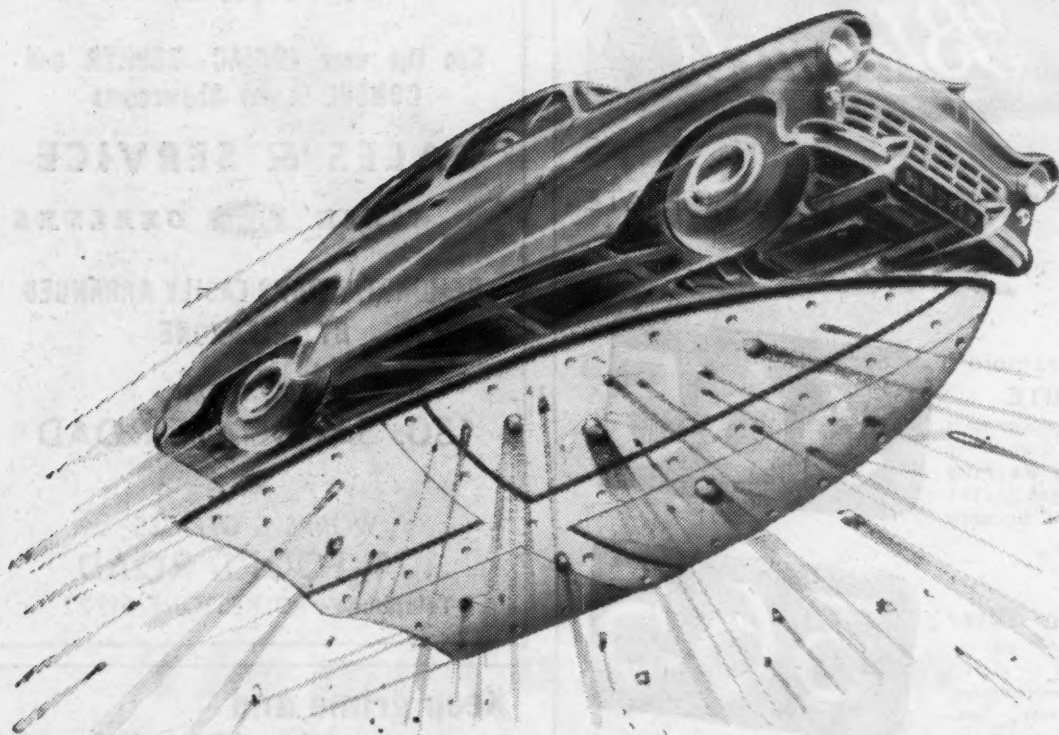
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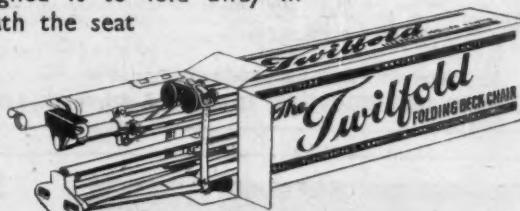
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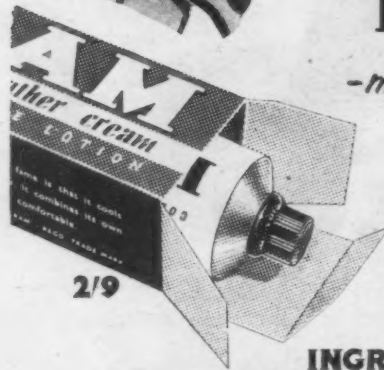
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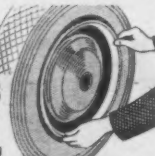


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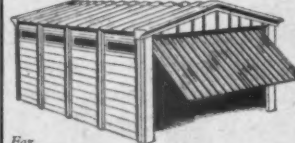
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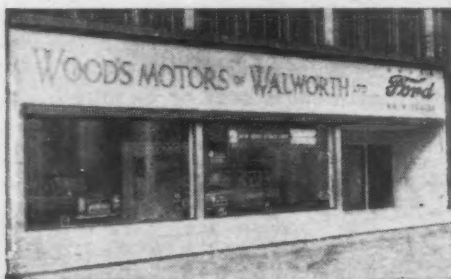


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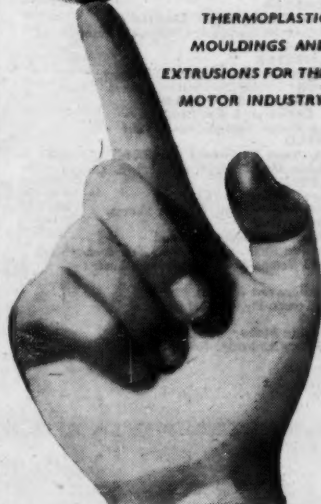
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Central Garage  
High Street, Bangor, Caerns.

**BARNLEY**

Reynolds Bros. (Barnley) Limited  
Peel Street, Barnley, Yorks.

**BARNSTAPLE**

Taw Garages Limited  
New Road, Barnstaple, Devon

**BARROW-IN-FURNESS**

Stouts' (Barrow) Limited  
Holker Street, Barrow-in-Furness, Lancs.

**BASINGSTOKE**

Jacksons (Basingstoke) Limited  
Voice Street, Basingstoke, Hants.

**BATH**

The Kingsmead Motor Co. Limited  
7/8 James Street West, Bath, Somerset

**BATLEY**

Grahams of Dewsbury Limited  
Bradford Road, Batley, Yorks.

**BEDFORD**

The Bedfordshire Autocar Co. Limited  
10 The Broadway, Bedford

**BERWICK-ON-TWEED**

John McBain & Son Limited  
Berwick-on-Tweed, Northumberland

**BIRKENHEAD**

Geo. Herron & Co.  
Park Entrance, Birkenhead, Cheshire

**BIRMINGHAM**

Beacon Motors Limited  
Aston Road, Birmingham, 6

**BIRMINGHAM**

Bristol Street Motors Limited  
164-182 Bristol St., Birmingham, 5, Warwickshire

**BIRMINGHAM**

Burgess & Garfield Limited  
1270 Coventry Road, Yardley, Birmingham, 25

**BIRMINGHAM**

Hanger Motor Co. (Birmingham) Limited  
187 & 189 Broad Street, Birmingham, 15

**BIRMINGHAM**

Meteor Garage (Moseley) Limited  
St. Mary's Row, Moseley, Birmingham, 13

**BIRMINGHAM**

Mottershead & Smith Limited  
Soho Road, Handsworth, Birmingham, 21

**BISHOP AUCKLAND**

Elliot's Motor Supplies Limited  
Cockton Hill, Bishop Auckland, Co. Durham

**BLACKBURN**

Walsh Bros. (Blackburn) Limited  
Central Garages, Blackburn, Lancs.

**BLACKPOOL**

Thomas' Motors Limited  
Whitegate Drive, Blackpool, Lancs.

**BOLTON**

Gordons (Bolton) Limited  
54 & 56 Higher Bridge Street, Bolton, Lancs.

**BOSTON**

Boston Motors Limited  
57 High Street, Boston, Lincs.

**BOURNEMOUTH**

F. English Limited  
Langley Road, Branksome, Bournemouth, Hants.

Showrooms: 48 Poole Hill, Bournemouth, Hants.  
448 Poole Road, Branksome, Bournemouth, Hants.

**BOURNEMOUTH**

Hendy Bros. Limited  
9/17 Palmerston Road, Boscombe, Bournemouth, Hants.

**BRADFORD**

W. Parkinson & Son  
Service Dept., 113/117 Manningham Lane,  
Bowland Street, Bradford, Yorks.

**BRECON**

Harold Elston & Sons Limited  
The Modern Garage, Brecon

**BRENTWOOD**

J. P. Hensmans Limited  
Brook Street, Brentwood, Essex

**BRIDGWATER**

A. & S. White Limited  
37 St. Mary Street, Bridgwater, Somerset

**BRIDLINGTON**

Ripleys (Bridlington) Limited  
Hamilton Road, Bridlington, Yorks.

**BRIGHTON**

Hartley & Midgley Limited  
90/92 Preston Road, Brighton, Sussex

**BRISTOL**

Bryan Bros. Limited  
Centre Garage, Tramway Centre, Bristol, 1, Glos.

**BRISTOL**

Rumsey Limited  
Portwall Lane, Redcliffe, Bristol, 1, Glos.

**BROMLEY**

Soans & Dunn Limited  
Masons Hill, Bromley, Kent

**BURNLEY**

G. G. Skipper Limited  
Oxford Road, Burnley, Lancs.

**BURTON-ON-TRENT**

Cranner's Garages Limited  
Horningslow Street, Burton-on-Trent, Staffs.

**BURY**

H. & J. Quick Limited  
270 The Rock, Bury, Lancs.

**BURY ST. EDMUNDS**

Mann Egerton & Co. Limited  
Fornham Road, Bury St. Edmunds, Suffolk

**CAMBRIDGE**

Cambridgeshire Motors Limited  
Hills Road, Cambridge

**CANTERBURY**

The Invicta Motor Engineering Works Ltd.  
23 Lower Bridge Street, Canterbury, Kent

**CARDIFF**

A. E. Harris Limited  
Ford House, Castle Street, Cardiff, Glam.

**CARDIGAN**

James (Gwalla) Limited  
Gwalla Garage, Cardigan

**CARLISLE**

County Garage Co. Limited  
Hardwicke Circus, Lowther Street, Carlisle, Cumb.

**CARMARTHEN**

W. Edwards & Sons (Carmarthen) Limited  
Towy Garage, Carmarthen

**CHEADLE**

H. & J. Quick Limited  
Wilmslow Road, Cheadle, Cheshire

**CHATHAM**

Brook Garage (Chatham) Limited  
315/317 High Street, and The Brook, Chatham, Kent

**CHELMSFORD**

Donald Denoon (Motors) Limited  
1 Rainsford Road, Chelmsford, Essex

**CHELTHAM**

Victory Motor Co. (Cheltenham) Limited  
42/50 Wichcombe Street, Cheltenham, Glos.

**CHESTER**

Dutton & James Limited  
City Road, Chester

**CHESTER-LE-STREET**

H. Young (Motors) Limited  
Front Street, Chester-le-Street, Co. Durham

**CHESTERFIELD**

Geo. Kenning (Chesterfield) Limited  
Vicar Lane, Chesterfield, Derby

**CHICHESTER**

D. Rowe & Company Limited  
11 The Hornet, Chichester, Sussex

**COALVILLE**

Motors (Coalville) Limited  
Hotel Street, Coalville, Leics.

**COCKERMOUTH**

County Garage Co. Limited  
Cockermouth, Cumb.

**COLCHESTER**

Candor Motors Limited  
Maldon Road, Colchester, Essex

**COLNE**

Burrows & Saad Limited  
Sales Dept.: Premier Garage, Burnley Road. Parts  
Dept.: Queens Garage, Burnley Road. Service  
Dept.: Queens Garage, Burnley Road, Colne, Lancs.

**COLWYN BAY**

Francis Garage Limited  
West End, Conway Road, Colwyn Bay, Denbighshire

**CONSETT**

Atkinson & Browell Limited  
Piazza Buildings, Consett, Co. Durham

**COVENTRY**

Rugby Autocar Co. Limited  
Allesley, Coventry, Warwickshire

**CREWE**

Albert E. Chatfield (Crewe) Limited  
41 Hightown, Crewe, Cheshire

**CROSS HANDS**

George Rees & Sons Limited  
The Garage, Cross Hands, Llanelli, Carmar.

**CROYDON**

Hubert Dees Limited  
15/19 Brighton Rd., & Carlton Rd., Croydon, Surrey

**DAGENHAM**

W. J. Reynolds (Motors) Limited  
Ford House, New Road, Dagenham, Essex

**DARLINGTON**

John Neasham Limited  
Borough Road, Darlington, Co. Durham

**DARTFORD**

K.T. & Engineering (Dartford) Limited  
171 The Brent, Dartford, Kent

**DERBY**

Universal Car Co. (Derby) Limited  
56 St. Helen's Street

**DEREHAM**

J. J. Wright & Sons Limited  
High Street, Dereham, Norfolk

**DEWSBURY**

Grahams of Dewsbury Limited  
Sales: Bradford Road, Dewsbury, Yorkshire  
Parts & Service: Bradford Road, Batley, Yorkshire

**DISS**

W. D. Chitty Limited  
Mere Street, Diss, Norfolk

**DONCASTER**

E. & G. Charlesworth Limited  
Bennethorpe Garage and Works, Bennethorpe,  
Doncaster, Yorks.

**DORCHESTER**

Crabb & Co. (Dorchester) Limited  
22 Trinity Street, Dorchester, Dorset

**DOUGLAS (ISLE OF MAN)**

E. B. Christian & Co. Limited  
Bridge Garage, Douglas, Isle of Man

**DRIFFIELD**

Richardsons Engineers (Driffield) Limited  
47 Middle Street North, Driffield, E. Yorks.

**DUDLEY**

Dudley Motor Co. Limited  
119 Wellington Road, Dudley, Worcs.

**EASTBOURNE**

Eastbourne Motors Limited  
61 Seaside Road, Eastbourne. Service and Parts  
Dept.: 3 Susans Road, Eastbourne, Sussex

**ELY**

James Graven & Sons  
Broad Street, Ely, Cambridgeshire

**ENFIELD**

Chaseide Motor Co. Limited  
620 Great Cambridge Road, Enfield, Middlesex

## SALES... AND FORD SERVICE TOO

## EPSOM

The Farm Garage Limited  
28 Church Street, Epsom, Surrey

## EPSOM

T. Hawkins & Sons (Epsom) Limited  
East Street, Epsom, Surrey

## EVESHAM

Coulters Garage (Evesham) Limited  
Market Square, Evesham, Worcs.

## EXETER

Hughes of Exeter  
St. Davids Hill, Exeter, Devon

## FAKENHAM

R. C. Edmondson Limited  
Oak Street, Fakenham, Norfolk

## FALMOUTH

R. L. Dale & Son  
Ponsharden, Falmouth, Cornwall

## FOLKESTONE

Peacocks of Folkestone Limited  
104 Ford Road, Folkestone, Kent

## FRAMLINGHAM

A. G. Potter (Framlingham) Limited  
Market Hill, and Station Rd., Framlingham, Suffolk

## GAINSBOROUGH

Gainsborough Motor Co. Limited  
Ford House, Southolme, Gainsborough, Lincs.

## GARNOCH

C. E. M. Day Limited  
Linnell Road, Garnoch, Swansea, Glam.

## GLOUCESTER

Taylor's (Gloucester) Limited  
26 Worcester Street, Gloucester

## GOOLE

J. Wardle & Son Limited  
Carlisle Street, Goole, Yorks

## GRANTHAM

Grantham Motor Company Limited  
30/36 London Road, Grantham, Lincs.

## GRAVESEND

Gravesend Motors Limited  
1/3 Pelham Road, Gravesend, Kent

## GRAYS

Daneholes Garage & Engineering Limited  
Tilbury-Southend Arterial Road, Grays, Essex

## GREAT YARMOUTH

Pertwee & Back Limited  
Nelson Garage, South Quay, Great Yarmouth, Norfolk

## GRIMSBY

Lincolnshire Motor Co. Limited  
Wellowgate, Grimsby, Lincs.

## GUERNSEY (C.I.)

Bougourd Bros. Limited  
Les Banques, St. Peter Port, Guernsey, C.I.

## GUILDFORD

Coombs Service Station (Guildford) Limited  
By Pass Road, Guildford, Surrey

## HALIFAX

Halifax Motor Co. Limited  
Smith's Garage, Skircoat Road, Halifax, Yorks.

## HANLEY

Albert E. Chatfield (Hanley) Limited  
New Hall Garage, Marsh Street North, Hanley, Stoke-on-Trent, Staffs.

## HARROGATE

Harrogate Motors Limited  
Spa Garage, Station Parade, Harrogate, Yorks.

## HARROW

W. Harold Perry Limited  
364/368 High Road, Harrow Weald, Middx.

## HASTINGS

J. Hollingsworth Limited  
Sales, Parts & Service: Braybrooke Road  
Showrooms: Havelock Road, Hastings, Sussex

## HAYWARD HEATH

Dinnage Garage Limited  
Haywards Heath

## HEMSWORTH

J. J. Tait Limited  
Barnsley Road, Hemsworth, Nr. Pontefract, Yorks.

## HEREFORD

R. P. Ravenhill Limited  
Commercial Road, Hereford

## HERTFORD

Chasside Motor Co. Limited  
47 Castle Street, Hertford, Herts.

## HEXHAM-ON-TYNE

George & Jobling  
Tynedale Garage, 17 Priestpople, Hexham, Northumb.

## HIGH WYCOMBE

Norman Reeves (Motors) Limited  
Crendon Street, High Wycombe, Bucks.

## HINCKLEY

Paynes Garages Limited  
Hill Street and Wasling Street, Hinckley, Leics.

## HOLSWORTHY

J. P. Whitlock & Sons Limited  
18/19 The Square, Holsworthy, Devon

## HONITON

S. C. Tremaine  
High Street, Honiton, Devon

## HORSFORTH

Hayes of Horsforth Limited  
Long Row, Horsforth, Yorks.

## HORSHAM

Gilbert Rice Limited  
17/14 Worthing Road, Horsham, Sussex

## HOVE

Hartley & Midgley Limited  
Kingsway, Hove, Sussex

## HUDDERSFIELD

Brookholes Motor Co. Limited  
East Parade, Huddersfield, Yorks.

## HULL

Crystal Motor, General & Electrical  
Engineering Co. Limited  
Bank Street, Hull, Yorks.

## HULL

Harbour Motors Limited  
172 Anlaby Road, Hull, Yorks.

## IPSWICH

Mann Egerton & Co. Limited  
The Ford Depot, Princes Street, Ipswich (adjoining Castle Market), Suffolk

## JERSEY (C.I.)

La Motte Garages Limited  
33/35 La Motte St., St. Helier, Jersey, Channel Isles

## KEIGHLEY

Walter Burgess Limited  
Central Garage, Hanover Street, Keighley, Yorks.

## KETTERING

E. Ward (Wellingborough) Limited  
Stamford Road, Kettering, Northants.

## KIDDERMINSTER

Kidderminster Motors Limited  
Worcester Road, Kidderminster, Worcs.

## KING'S LYNN

William H. King (King's Lynn) Limited  
South Gates, King's Lynn, Norfolk

## KINGSTON-ON-THAMES

Lamberts of Kingston Limited  
140a London Road, Kingston-on-Thames, Surrey

## KNUTSFORD

Knutsford Motors Limited  
Garden Road, Knutsford, Cheshire

## LANCASTER

Barton Townley Limited  
Ford Depot: King Street, Lancaster

## LAUNCESTON

Spry's Garage  
Exeter Street, Launceston, Cornwall

## LEAMINGTON SPA

C. H. Soans & Son Limited  
Dormer Place, Leamington Spa, Warwickshire

## LEEDS

Tate of Leeds Limited  
New York Road, Leeds, 2, Yorks.

## LEICESTER

The Central Motor Co. (Leicester) Limited  
Foundry Square

Parts Dept. and Commercial Sales & Service:  
Belgrave Gate

Car Sales and Service: 41 London Road, Leicester

## LEICESTER

Whitby's Garage Limited  
Humberstone Road, Leicester

Sales Dept.: Charles Street

Parts & Service Dept.: Welford Road

## LEIGH

F. Timms & Co. (Leigh) Limited  
Registered Office: 12 Lord Street, Leigh

Sales: Holden Road, Leigh, Lancs.

## LETCHEWORTH

Bennett's Motor Works Limited  
18/20 Station Road, Letchworth, Herts.

## LICHFIELD

Major Motors Limited  
"Apex", Birmingham Road, Lichfield, Staffs.

## LINCOLN

Lincolnshire Motor Co. Limited  
Newland, Lincoln

## LIVERPOOL

J. Blake & Co. Limited  
35 Hardman Street, Liverpool, 1, Lancs.

## LIVERPOOL

A. W. Webb Limited  
27/31 Berry Street, Liverpool

## LIVERPOOL

Thomas S. Whitney & Co. Limited  
279/283 Scotland Road, Liverpool, 5

## LLANDUDNO

Kelly Bros. (Garages) Limited  
108 Mostyn Street, Llandudno, North Wales

## LLANGFNI (ANGLESEY)

Mona Motor Co. Limited  
Chapel Street, Llangfni, Anglesey, N. Wales

## LONDON

## W.1

Dagenham Motors Limited  
8 Balderton St., Oxford St., and 56 Park Lane

## W.5

A. & S. Andrews Limited  
Uxbridge Road, Ealing Common

## W.12

W. V. Radford Limited  
Victoria Works, Percy Road

## W.C.1

Arthur E. Gould Limited  
290/2 Regent St., & Minerva House, Chancery St.

## S.W.2

Adlards Motors Limited  
31/33, 43/45 Acre Lane, Brixton

## S.W.14

Mears Motors Limited  
284/286 Upper Richmond Road, East Sheen

## S.W.17

F. H. Peacock Limited  
219/221 Balham High Road

## S.W.18

Allan Taylor (Motors) Limited  
126 Wandsworth High Street

## S.W.19

Bainshaw Limited  
81/87 Hartfield Road, Wimbledon

## S.E.1

Dispatch Motor Co. Limited  
114/118 Southwark Bridge Road

## S.E.6

Dagenham Motors Limited  
6, 8 & 12 Sangley Road

## S.E.13

Fry's Motor Works Limited  
58/64 Lee High Road and

112, 114, 116 Lee High Road, Lewisham

## S.E.17

Wood's Motors of Walworth Limited  
100/102 Walworth Road

## E.1

The Aldgate & City Motors Limited  
39 Commercial Road

Parts & Service Depts.: 4/12 Batty Street

## E.6

W. J. Reynolds (Motors) Limited  
66 High Street North, East Ham

## E.18

Frank G. Gates Limited  
79 High Road, South Woodford

## N.1

Highbury Corner Motor Co. Limited  
114/120 Canonbury Road, Islington

## N.12

W. Harold Perry Limited  
Invicta Works, 279 Ballards Lane, Tally Ho

## N.16

Wood & Lambert Limited  
49 Stamford Hill

CONTINUED OVERLEAF

# YOUR FORD MAIN DEALER FOR

**N.W.3**  
W. J. Brown Limited  
339 Finchley Road, Hampstead  
Parts & Service Depts.: 150 West End Lane, N.W.6

**N.W.10**  
Godfrey Davis Limited  
Coombe Road, Neasden Lane, Neasden  
**LOUGHBOROUGH**  
Gillotts Garage Limited  
Derby Road, Loughborough, Leics.

**LUTON**  
The Luton Motor Co. Limited  
326-340 Dunstable Road, Luton, Beds.

**MACCLESFIELD**  
T. Simister  
Hilbert Road, Macclesfield, Cheshire

**MAIDENHEAD**  
Stevenson's (Automobile) Sales Limited  
King St. and Station Approach, Maidenhead, Berks.

**MAIDSTONE**  
Haynes Bros. Limited  
21A Ashford Road, Maidstone, Kent

**MALDON**  
Doe Bros. (Motors) Limited  
1 Spital Road, Maldon, Essex

**MALVERN**  
T. J. Daniel Limited  
The Motor House, Malvern Link, Worcs.

**MANCHESTER**  
Manchester Garages Limited  
Oxford Road, Manchester, 13, Lancs.

**MANCHESTER**  
H. E. Nunn & Co. Limited  
282 Bury New Road, Manchester, 7

**MANCHESTER**  
H. & J. Quick Limited  
Chester Road, Old Trafford, Manchester, 16  
and 221 Deansgate, Manchester.

**MANSFIELD**  
C. P. Evinson Limited  
51/55 West Gate, Mansfield, Notts.

**MARGATE**  
The Invicta Motor Engineering Works Ltd.  
Empire Garage, Margate  
Service Dept.: St. George's Garage, Harold Road,  
Cliftonville, Kent

**MELTON MOWBRAY**  
Sherrard & Ladbury Limited  
Sherrard Street, Melton Mowbray, Leics.

**MERTHYR TYDFIL**  
W. H. Baker  
Bethesda Street, Merthyr Tydfil, Glam.

**MIDDLESBROUGH**  
Nasham's Garages Limited  
117 Grange Road, Middlesbrough, Yorks.

**MORPETH**  
S. Jennings Limited  
Bridge Street, Morpeth, Northumb.

**NEWARK**  
Brooks Motor Co. (Newark) Limited  
23-25 Castle Gate  
Parts & Service Depts.: Farndon Road, Newark, Notts.

**NEWBURY**  
Pass & Company  
West Street, Newbury, Berks.

**NEWCASTLE-UPON-TYNE**  
R. H. Patterson & Co. Limited  
Forth Street, Newcastle-upon-Tyne, 1, Northumb.

**NEWCASTLE-UPON-TYNE**  
Strakers (Newcastle) Limited  
Market Street, Newcastle-upon-Tyne, Northumb.

**NEWPORT (ISLE OF WIGHT)**  
Frank Cheverton Limited  
4 Lower St. James' Street, Newport, Isle of Wight

**NEWPORT (MON.)**  
Newport (Mon.) Motor Co. Limited  
Clarence Place, Newport, Mon.

**NEWTON ABBOT**  
Mid-Devon Garage Limited  
38 Wolborough Street, Newton Abbot, Devon

**NORTHALLERTON**  
John Neasham (Northallerton Motors), Ltd.  
South Parade, Northallerton, Yorks.

**NORTHAMPTON**  
Henry Oliver Limited  
George Row, Northampton

**NORTH SHIELDS**  
G. Davidson & Sons Limited  
25 Coach Lane, North Shields, Northumb.

**NORWICH**  
Bussey & Sabberton Bros. Limited  
39 Palace Street, Norwich, Norfolk

**NORWICH**  
Mann Egerton & Co. Limited  
31 Surrey Street, Norwich

**NOTTINGHAM**  
Carter Gate Motors Co. Limited  
201-211 Lower Parliament Street, Nottingham

**NOTTINGHAM**  
Hooley's Garage Limited  
Derby Road, Nottingham

**NUNEATON**  
Rugby Autocar Co. Limited  
Hinckley Road, Nuneaton, Warwicks.

**OLDHAM**  
Oldham Motor Co. Limited  
2-12 Manchester Road, Werneth, Oldham, Lancs.

**OXFORD**  
Hartwells of Oxford Limited  
263/5 Banbury Road, Oxford

**PAIGNTON**  
Reed & Co. (Torquay) Limited  
338 Torquay Road, Preston, Paignton, Devon

**PETERBOROUGH**  
Peterborough Motors Limited  
New Road, Peterborough, Northants.

**PLYMOUTH**  
Reeds (Plymouth) Limited  
75/76 Cobourg Street, Plymouth, Devon

**PONTEFRAC**  
South Yorkshire Motors Limited  
Corn Market, Pontefract, Yorks.

**PONTILANFRAITH**  
Gibbs Bros. Garages (Pontilafraith) Limited  
High Street, Pontilafraith, Mon.

**PONTYPRIDD**  
R. J. Bown Limited  
Broadway Garage, Pontypridd, Glam.

**PORTSMOUTH (see Southsea)**  
Lennox Motor Co. Limited  
Grove Road South, Southsea, Hants.

**PRESTON**  
Bradshaws Motor House Limited  
Marsh Lane, Preston, Lancs.

**READING**  
Gowling's Limited  
6 & 8 London Road, Reading, Berks.

**REDHILL**  
R. P. Motors (Redhill) Limited  
Central Garage, High Street, Redhill, Surrey

**ROCHDALE**  
Rochdale Motor Garage Limited  
Station Approach, Rochdale, Lancs.

**ROMFORD**  
Charles H. Allen Limited  
17-37 London Road, Romford, Essex

**ROTHERHAM**  
West Riding Motor Co. (Rotherham) Ltd.  
Sheffield Road, Rotherham, Yorks.

**RUGBY**  
Rugby Autocar Co. Limited  
Clifton Road, Rugby, Warwicks.

**ST. ALBANS**  
Verulam Motor Co. Limited  
London Road, St. Albans, Herts.

**ST. AUSTELL**  
Phillips & Geak Limited  
Beach Road Garage, St. Austell

**ST. NEOTS**  
The Hunts Motor Co. Limited  
Cambridge Street, St. Neots, Hunts.

**SAFFRON WALDEN**  
Cleaves Limited  
10 King Street, Saffron Walden, Essex

**SALISBURY**  
Edwards Brothers (Salisbury) Limited  
Castle Garage, Castle Street, Salisbury,  
and 58 New Street, Salisbury, Wilts.

**SCARBOROUGH**  
Wise of Scarborough Limited  
Castle Road, Scarborough, Yorks.

**SCUNTHORPE**  
Lincolnshire Motor Co. Limited  
Brigg Road, Scunthorpe, Lincs.

**SEVENOAKS**  
Sennocke Engineering Co. Limited  
The Vine, Sevenoaks, Kent

**SHEFFIELD**  
Autoways (1931) Limited  
Brown Street, Sheffield, 1, Yorks.

**SHEFFIELD**  
T. C. Harrison Limited  
53/61 London Road, Sheffield, 2

**SHEFFIELD**  
Brook Shaw Limited  
195 Norfolk Street, Sheffield, 1

**SHREWSBURY**  
Furrows Limited  
The Shrewsbury Garage, Coton Hill, Shrewsbury

**SIDCUP**  
Hubert Dees Limited  
Sidcup By-Pass, Nr. Crittall's Corner, Sidcup, Kent

**SKEGNESS**  
F. Pountney & Co. Limited  
Burgh Road, Skegness, Lincs.

**SKIPTON**  
Owd Bill Motors  
Broughton Road Garage, Skipton, Yorks.

**SLOUGH**  
Norman Reeves (Motors) Limited  
Windsor Road, Slough, Bucks.

**SOUTHAMPTON**  
Percy Hendy Limited  
Vincent's Walk, Pound Tree Road, Southampton,  
Hants.

**SOUTHAMPTON**  
South Hants Motor Co. Limited  
St. Mary Street, Southampton, Hants.

**SOUTHPORT**  
Holland Motors Limited  
4 Virginia Street, Southport, Lancs.

**SOUTHSEA**  
Lennox Motor Co. Limited  
Grove Road South, Southsea, Hants.

**SPALDING**  
Motors & Tractors Limited  
St. John's Road, Spalding, Lincs.

**STAFFORD**  
Lloyds Garage Limited  
Stone Road, Stafford

**STAINES**  
Crimble of Staines  
10 Kingston Road, Staines, Middx.

**STAMFORD**  
Motors & Tractors Limited  
St. John Street, Stamford, Lincs.

**STAPLEFORD**  
Sandcliffe Garage Limited  
Nottingham Road, Stapleford, Nottingham

**STOCKPORT**  
Gordon's (Stockport) Limited  
Heston Lane, Stockport, Cheshire

**STOCKTON-ON-TEES**  
Oxbridge Garage Co. Limited  
Oxbridge Lane, Stockton-on-Tees, Co. Durham

**STOKE-ON-TRENT**  
Albert E. Chatfield (Hanley) Limited  
New Hall Garage, Marsh Street North, Hanley,  
Stoke-on-Trent, Staffs.

**STOURBRIDGE**  
Apex Motors Limited  
32 Hagley Road, Stourbridge, Worcs.

**SUNDERLAND**  
H. Young (Motors) Limited  
23 Roker Avenue, Sunderland, Co. Durham

**SUNNINGDALE**  
Moore's Waybridge Limited  
London Road, Sunningdale, Berks.

**SUTTON**  
R. Pratt Limited  
268/270 High Street, Sutton, Surrey

**SUTTON COLDFIELD**  
Chambers of Sutton Limited  
65 South Parade, Sutton Coldfield,  
Nr. Birmingham, Warwicks.

**SWANSEA**  
C. E. M. Day Limited  
59-62 St. Helens Road, Swansea, Glam.

**SWINDON**  
H. C. Preater Limited  
90 Princes Street, Swindon, Wilts.



## SALES... AND FORD SERVICE TOO

## TAMWORTH

Rose Bros. (Tamworth) Limited  
Central Garage, Tamworth, Staffs.

## TAUNTON

White Bros. (Taunton) Limited  
151/2 East Reach, Taunton, Somerset

## TAVISTOCK

Bonds of Tavistock Limited  
Vigo Engineering Works, Tavistock, Devon

## TENBY

Jeremy's Garages Limited  
Five Arches, Tenby, Pembroke

## TORQUAY

Reed & Co. (Torquay) Limited  
See Paignton

## TROWBRIDGE

E. Dennis (Trowbridge) Limited  
Castle Street, Trowbridge, Wilts.

## TRURO

Truro Garages Limited  
Lemon Quay, Truro, Cornwall

## TUNBRIDGE WELLS

Stormont Engineering Co. Limited  
3 Mount Ephraim, Tunbridge Wells, Kent

## UXBRIDGE

Norman Reeves (Motors) Limited  
215/218 High Street, Uxbridge, Middlesex

## WAKEFIELD

South Yorkshire Motors Limited  
Barnsley Road, Wakefield, Yorks.

## WALSALL

Reginald Tildesley Limited  
Lichfield Street, Walsall, Staffs.

## WARRINGTON

Warrington Motor Co. Limited  
Bank Street, Warrington, Lancs.

## WATFORD

Norman Reeves (Motors) Limited  
182 High Street, Watford, Herts.

## WATTON

Frank Dye Limited  
67 Norwich Road, Watton, Norfolk

## WELLINGBOROUGH

E. Ward (Wellingborough) Limited  
Park Road, Wellingborough, Northants.

## WEST BROMWICH

Frank Guest Limited  
377 High Street, West Bromwich, Staffs.

## WEST HARTLEPOOL

Ewart Parsons Limited  
40-44 Park Road, West Hartlepool, Durham

## WESTCLIFF

W. Harold Perry Limited  
Oak Hall, 817 London Road, Westcliff-on-Sea, Essex

## WESTON-SUPER-MARE

Grove Park Garage Limited  
6/8 Bristol Road, Weston-super-Mare, Somerset

## WEYBRIDGE

Moore's Weybridge Limited  
70 Baker Street, Weybridge, Surrey

## WEYMOUTH

Crabb & Co. (Dorchester) Limited  
18 Crescent Street, Weymouth, Dorset

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G. Jackson & Co.  
Silver Street, Whitby, Yorks.

## WIGAN

H. Williams & Co. Limited  
Wallgate, Wigan, Lancs.

## WILLENHALL

Reginald Tildesley Limited  
The Garage, Willenhall, Staffs.

## WILMSLOW

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Grove Street, Wilmslow, Chs.

## WINCHESTER

Hyde Abbey Motor Works Limited  
Hyde Street, Winchester, Hants.

## WISBECH

Cambridgeshire Motors Limited  
Elm Road, Wisbech, Cambs.

## WOLVERHAMPTON

B. Billingham Limited  
Snow Hill & Cleveland St., Wolverhampton, Staffs.

## WOODBIDGE

A. H. Potter & Co. Limited  
St. Johns Motor Works, Woodbridge, Suffolk

## WORCESTER

T. J. Daniel Limited  
The Motor House, Bath Road, Worcester

## WORTHING

F. G. Searle & Co.  
17 Warwick Street, Worthing, Sussex

## WREXHAM

Kirbys (Wrexham) Limited  
Regent Street, Wrexham, Denbighshire

## YEOVIL

Douglas Seaton Limited  
Yevill, Somerset

## YORK

Unwins (York) Limited  
P.O. Box No. 5, Piccadilly, York

## SCOTLAND

## ABERDEEN

Cordiners Garage Limited  
Menzies Road  
Parts & Service: North Esplanade West

## ABERDEEN

The Harper Motor Co. Limited  
Holburn Junction, Aberdeen

## AIRDRIE

James A. Laidlaw (Airdrie) Limited  
South Biggar Road, Airdrie, Lanarks.

## AYR

Dalblair Motors Limited  
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## BANFF

Horne & Co. Limited  
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## BARRHEAD

George G. McDiarmid Limited  
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## BATHGATE

D. R. Gordon Limited  
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## CAMPBELTOWN

Duncan Ramsay & Son  
Argyll Street, Campbeltown, Argyllshire

## DUMBARTON

E. Watkinson & Co. Limited  
Eastfield Garage, 129 Glasgow Road, Dumbarton

## DUMFRIES

MacKnight (Motors) Limited  
York Place, Dumfries

## DUNDEE

George McLean Limited  
Sales Dept.: 30 Ward Road, Dundee, Angus

## DUNFERMLINE

A. Normand & Co. Limited  
Hospital Hill Garage, Dunfermline, Fife

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Alexanders of Edinburgh Limited  
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Elgin Central Engineers Limited  
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## FORFAR

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## GALASHIELS

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Kelvin Valley Works, Kilsyth Road, Kirkintilloch, Dumbartonshire

## KIRKWALL

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## LERWICK (SHETLAND ISLES)

Ganson Bros. Limited  
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## OBAN

Adams & Co. (Oban) Limited  
Soroba Road, Oban, Argyllshire

## PAISLEY

Paisley Motor Company Limited  
85 Causeyside, Paisley, Renfrewshire

## PERTH

Frew & Co. Limited  
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## PITLOCHRY

A. McKercher Limited  
Main St. Garage, Main St., Pitlochry, Perthshire

## PORTOBELLO

James M. Inglis Automobiles Limited  
Bass Rock Buildings, Milton Road West, Portobello, Midlothian

## STIRLING

Millars' Garage (Stirling) Limited  
Union Street, Stirling

## STORNOWAY

Miller & Co.  
Bayhead Street, Stornoway

## STOW

Thos. Fairgrieve & Sons Limited  
Cockholm Works, Stow, Midlothian

## STRANRAER

James McHarrie (Stranraer) Limited  
County Garage, South Strand Street, Stranraer, Wigtown.

## THURSO

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Sales Dept.: 20 Traill Street. Parts & Service Depts.: Manson's Lane, Thurso, Caithness.

## NORTHERN IRELAND

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R. Kennedy & Co.  
Cullybackey Road, Ballymena, Co. Antrim

## BELFAST

J. E. Coulter Limited  
58/72 Antrim Road, Belfast, Co. Antrim

## BELFAST

R. E. Hamilton & Co. Limited  
32 Linenhall Street, Belfast.

## BELFAST

Parts Dept.: 71/81 Adelaide Street, Belfast

## COLERAINE

Thomas D. MacFarlane Limited  
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## ENNISKILLEN

Erne Engineering Co. Limited  
West Bridge, Enniskillen, Co. Fermanagh

## LARNE

Baillie & Gawn Limited  
Circular Road, Larne, Co. Antrim

## LISBURN

J. W. McCahey & Co. Limited  
Graham Gardens, Lisburn, Co. Antrim

## LONDONDERRY

Alexander Motor Co. Limited  
Great James Street, Londonderry

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Irish Road Motors Limited  
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# Chekko

## BRAKE LININGS

*The Girling Brakes on the  
New Zodiac, New Zephyr and  
New Consul are fitted  
exclusively with Chekko Brake Linings  
as original equipment.*



CRESSWELL'S ASBESTOS CO. LTD. BRADFORD 4, YORKS.



# Chekko

## BRAKE LININGS



NEW ZODIAC

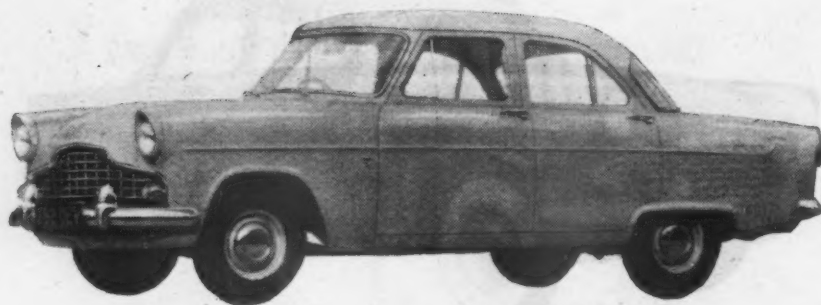
*Chekko Brake Linings are  
fitted exclusively  
as original equipment on the  
New Zodiac*



CRESSWELL'S ASBESTOS CO. LTD. BRADFORD 4, YORKS

# Chekko

## BRAKE LININGS



NEW ZEPHYR

*Chekko Brake Linings are  
fitted exclusively  
as original equipment on the  
New Zephyr*



CRESSWELL'S ASBESTOS CO. LTD. BRADFORD 4, YORKS.

# Chekko

## BRAKE LININGS



NEW CONSUL

*Chekko Brake Linings are  
fitted exclusively  
as original equipment on the  
New Consul*



CRESSWELL'S ASBESTOS CO. LTD. BRADFORD 4 YORKS



# Chekko

## BRAKE LININGS



FORD PREFECT

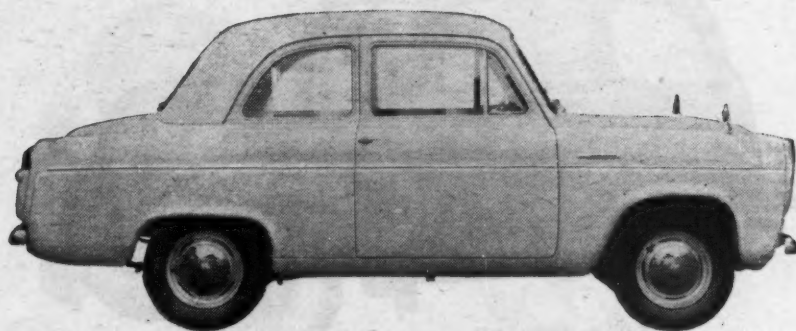
*Chekko Brake Linings are  
fitted exclusively  
as original equipment on the  
Ford Prefect*



CRESSWELL'S ASBESTOS CO. LTD. BRADFORD 4 YORKS

# Chekko

## BRAKE LININGS



FORD ANGLIA

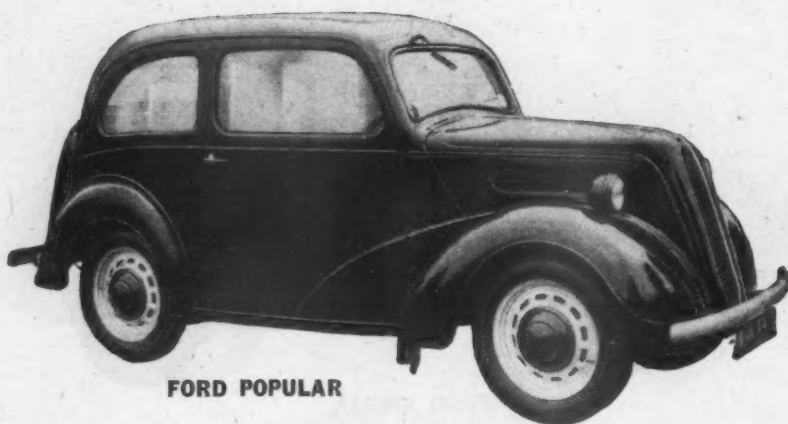
*Chekko Brake Linings are  
fitted exclusively  
as original equipment on the  
Ford Anglia*



CRESSWELL'S ASBESTOS CO. LTD. BRADFORD 4, YORKS.

# Chekko

## BRAKE LININGS



FORD POPULAR

*Chekko Brake Linings  
are fitted  
as original equipment on the  
Ford Popular*

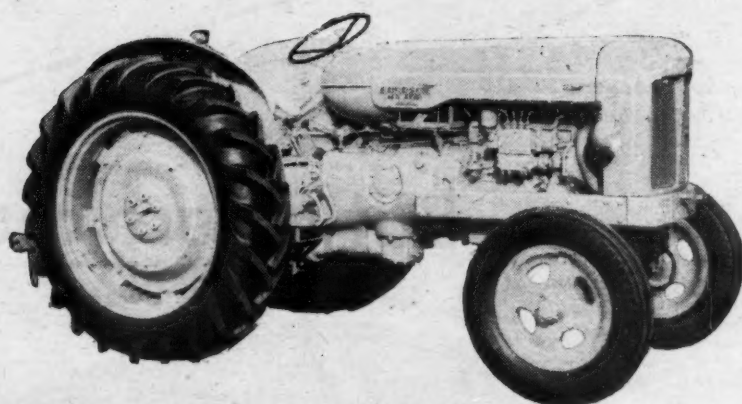


CRESSWELLS ASBESTOS CO. LTD. BRADFORD 4, YORKS.



# Chekko

## BRAKE LININGS

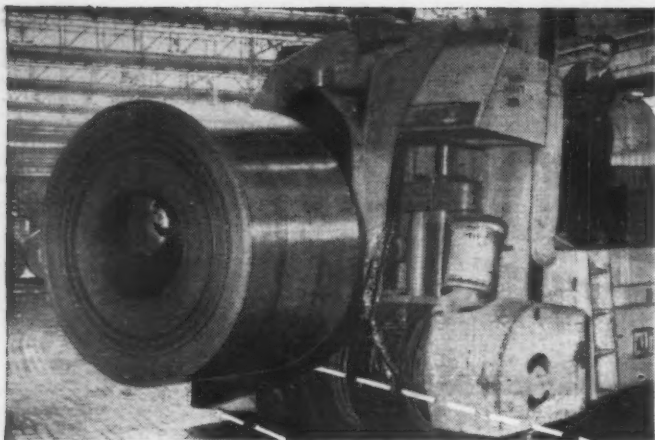


FORDSON TRACTOR

*Chekko Brake Linings  
are fitted  
as original equipment on the  
Fordson Tractor*



CRESSWELL'S ASBESTOS CO. LTD. BRADFORD 4, YORKS.



Giant rolls, powered by motors with a capacity of 46,000 horse power, produced this 50,000 lb. coil of steel from a red-hot slab 8½" thick. It is destined for Dagenham—to be pressed into steel body-work for the new range of Ford models.

"The Three  
Graces"  
FORD'S

But where did this

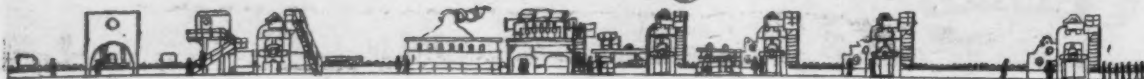
THIS SHINING, BRILLIANT BEAUTY—the body-work of the new Ford range is STEEL, of which The Steel Company of Wales is the largest single supplier.

Ford Motor Company Limited buys steel from our great modern strip mill at Abbey Works in sheet sizes up to SIX FEET WIDE—a width range unequalled by any other sheet steel producer in this country. This extra width enables the roof panel of these new models to be pressed out of a single sheet.

High in their "pulpit," two men control the Steel Company of Wales 9,200 h.p. slabbing mill. Here 20-ton ingots are reduced to slabs before passing through the 80" continuous strip mill—the only one of its kind in the country. Without it, the roof of your car could not be pressed from a single sheet of steel.



The Steel





*The NEW Consul*



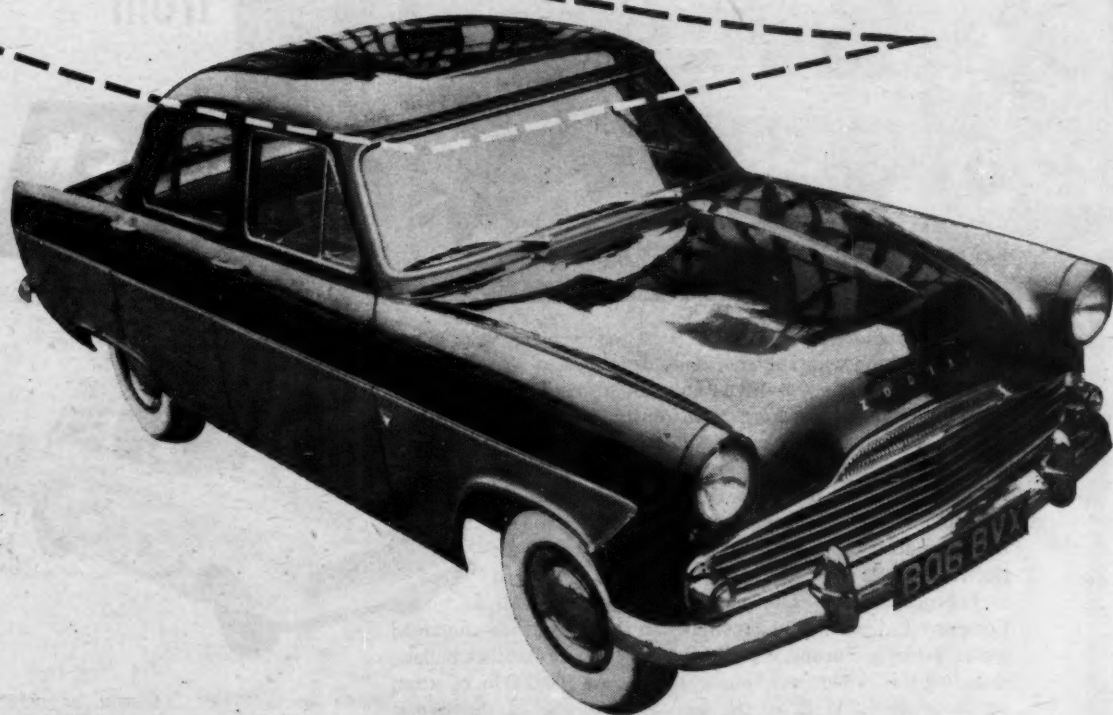
*The NEW Zephyr*

brilliant new models  
for 1956



*The NEW Zodiac*

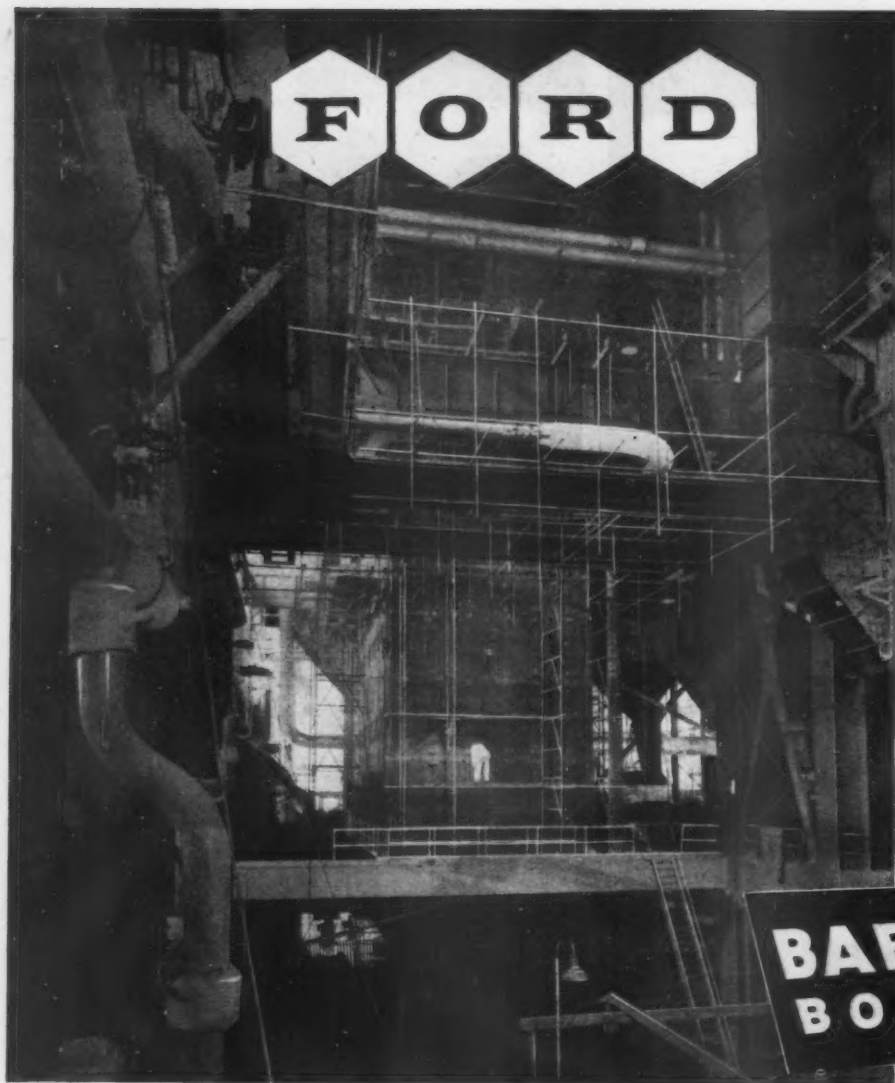
shining steel come from ?



Company of Wales Limited







Power  
For  
Production  
from

**BABCOCK  
BOILERS**

IT is quite a long time since the latest road vehicles were driven by *steam*; and with the enormous development that has since taken place in the *petrol*-driven automobile, culminating in such fine productions as the Ford New Consul, New Zephyr and New Zodiac, we are apt to forget that, in this modern age, steam is still of primary importance to the British motor industry, for it is the *main driving force* behind the production of nearly a million vehicles a year. Indeed British industry as a whole depends very largely, for electrical power and processing, upon *steam*, generated in Babcock boilers. The power station of Ford Motor Company Ltd. at Dagenham supplying the largest self-contained motor works in Europe, is equipped entirely with Babcock boilers, including this newest unit (above) to generate 400,000 lb. of steam per hour at 1,250 lb./sq. in. and 940°F.—one of the largest industrial boilers in Britain—shown here during erection.

This is one aspect of the huge technical and engineering organisation behind the production of the new Ford models.

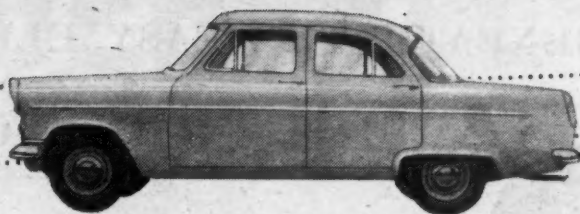


The New Ford  
Consul for 1956



**BABCOCK & WILCOX, LTD., BABCOCK HOUSE, FARRINGDON STREET, E.C.4**

*New Consul*



*New Zephyr*



*New Zodiac*



*For the three new models announced by FORD*

## WILMOT BREEDEN

*supply a full range of components, including*

*Bumpers and Over-riders • Locks on all doors (double-locking and self-cancelling with sill control on front doors) • Window regulators • Push-button outside handles and splined inside handles • Push-button boot lock.*

*Wilmot Breeden Limited • Amington Road • Birmingham 25*

BENEATH THE EASY ELEGANCE OF  
"THE THREE GRACES"

# BRISCOE COMPONENT PARTS

*Play an important role  
in the hidden graces of*

## FORD

*Motoring supremacy*

Modern machinery, skilled and experienced workmanship, and a policy of rigid inspection and constant progress combine to give W.H.B. products their outstanding quality and excellent finish.

Let us quote you for your next requirements in pressings, turned parts or complete assemblies.

The parts illustrated are typical of the wide range we manufacture.



"CONSUL"



"ZODIAC"



"ZEPHYR"

**W. H. BRISCOE & CO LTD.** WHARF DALE ROAD, TYSELEY, BIRMINGHAM, 11  
Telephone: ACOcks Green 1197      Telegrams: "Brisk, Birmingham"



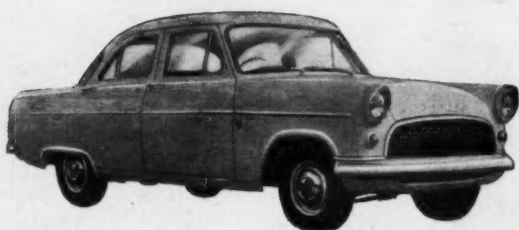
# VANDERVELL

## BEARINGS & BUSHES

*are fitted as original equipment*

TO "THE THREE GRACES"

**FORD**



THE NEW CONSUL



THE NEW ZEPHYR



THE NEW ZODIAC



## VANDERVELL

*The largest producers of bearings and bushes in Europe*

VANDERVELL PRODUCTS LIMITED • WESTERN AVENUE • ACTON W.3. • LONDON

VANDERVELL PRODUCTS (CANADA) LTD • QUEEN ELIZABETH HIGHWAY AT 401 KIPLING AVENUE • (HOLLYWOOD POST OFFICE) • TORONTO • CANADA

*Smee's V.110*



Again appointed  
manufacturers of the  
sleek all-weather  
**CONVERTIBLE**  
Bodies for  
the NEW

**FORD**

CONSUL & ZEPHYR  
CARS.

**CARBODIES**


Further endorsement  
of our unique and long  
experience in the  
production of all metal  
drop-head or convertible  
coachwork

CARBODIES LTD., COVENTRY



# ZENITH

are proud to supply  
carburetters for the  
new FORDS



Zenith designed and developed new carburetters for the New Consul, New Zephyr and New Zodiac. The efficiency and reliability of Zenith carburetters and the excellence of their Service make Zenith the foremost carburetter today

**ZENITH** CARBURETTERS  
MORE POWER FROM LESS PETROL

THE ZENITH CARBURETTER CO. LTD.  
HONEYPOT LANE · STANMORE · MIDDLESEX





NEW CONSUL  
NEW ZEPHYR  
NEW ZODIAC

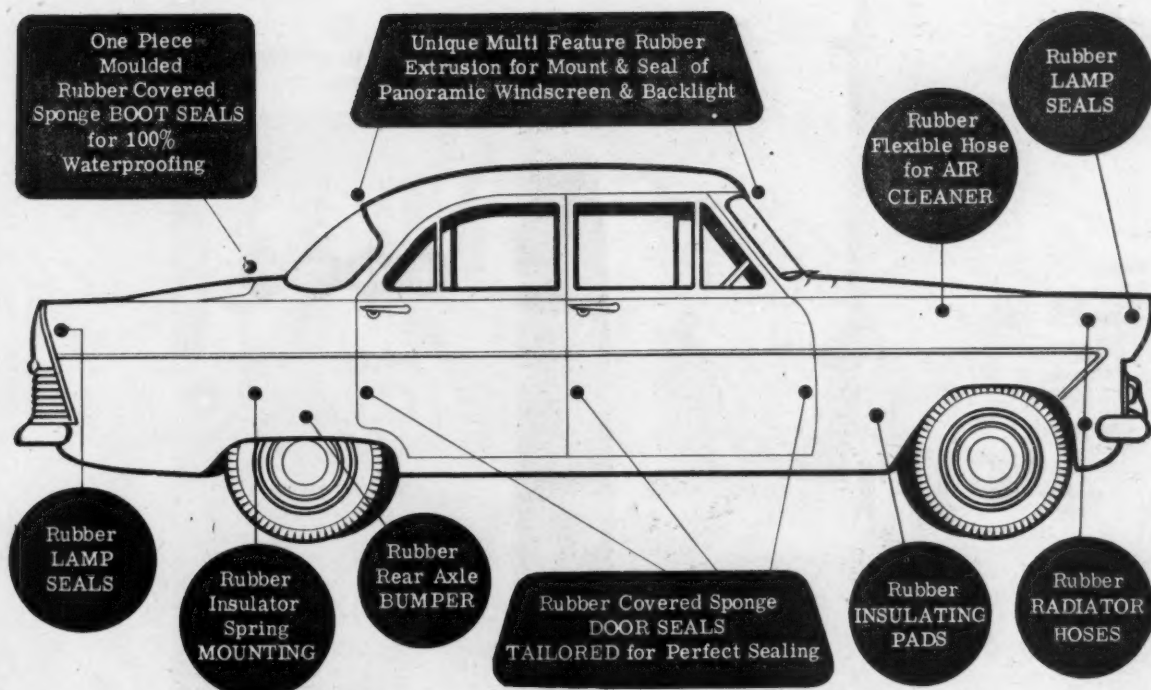


The R.T.B. mill at Ebbw Vale, the first in this country to roll sheet steel in a continuous strip. Steel sheets for the bodies of these striking cars are supplied by

**RICHARD THOMAS & BALDWINS LTD**



*The new ZEPHYR*



## HERTFORDSHIRE RUBBER CO'S COMPONENTS AND—

NEW CONSUL

**"THE  
THREE  
GRACES"**

by

**FORD**



**HERTFORDSHIRE  
RUBBER  
COMPANY LTD**

WORKS ROAD · LETCHWORTH · HERTFORDSHIRE

BHJ



*Nelson stands on his column . . .*

*Like*

**FORD**,

*Intal*

*stands on*

*its own*

*good name*



*Throughout*

*the world*

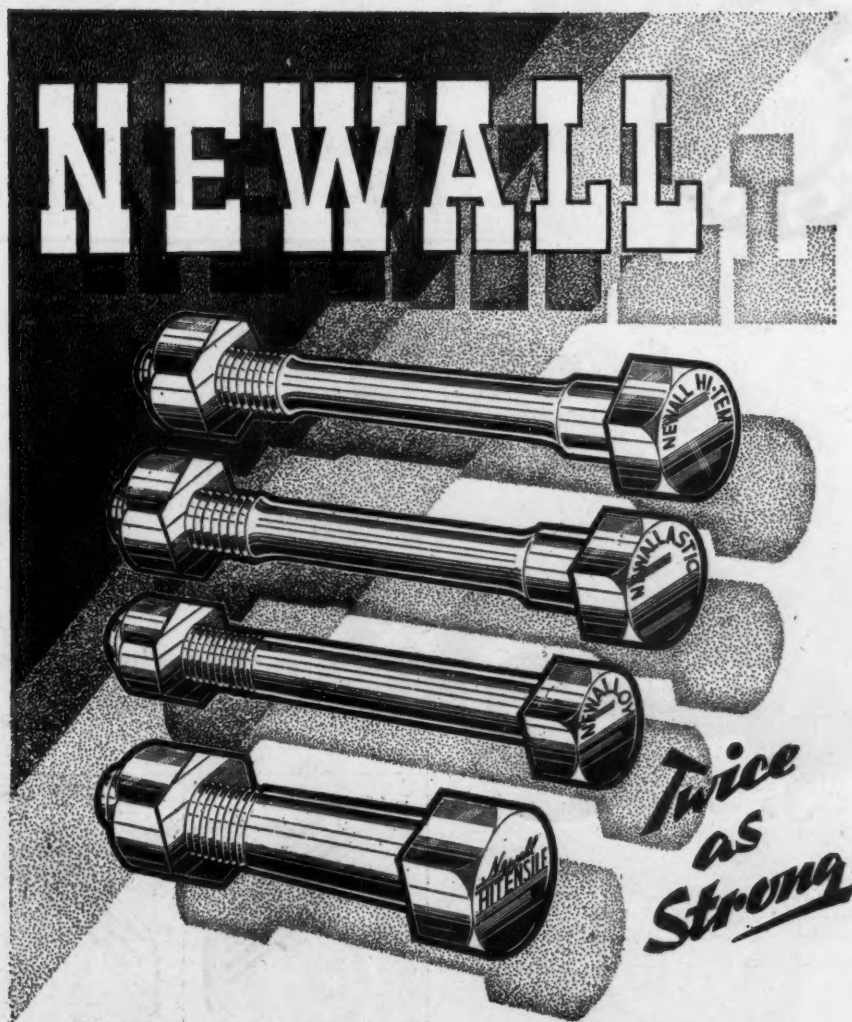
# INTAL

THE INTERNATIONAL TWIST DRILL COMPANY LIMITED • INTAL WORKS • SHEFFIELD • 3

TELEPHONE: 23072-3 TELEGRAMS: FLUTED, SHEFFIELD

London Stocks: 16, Aldersgate St., E.C.1 Phone: MON. 3505 Glasgow Stocks: 50, Wellington St., C.2 Phone: CITY.6994





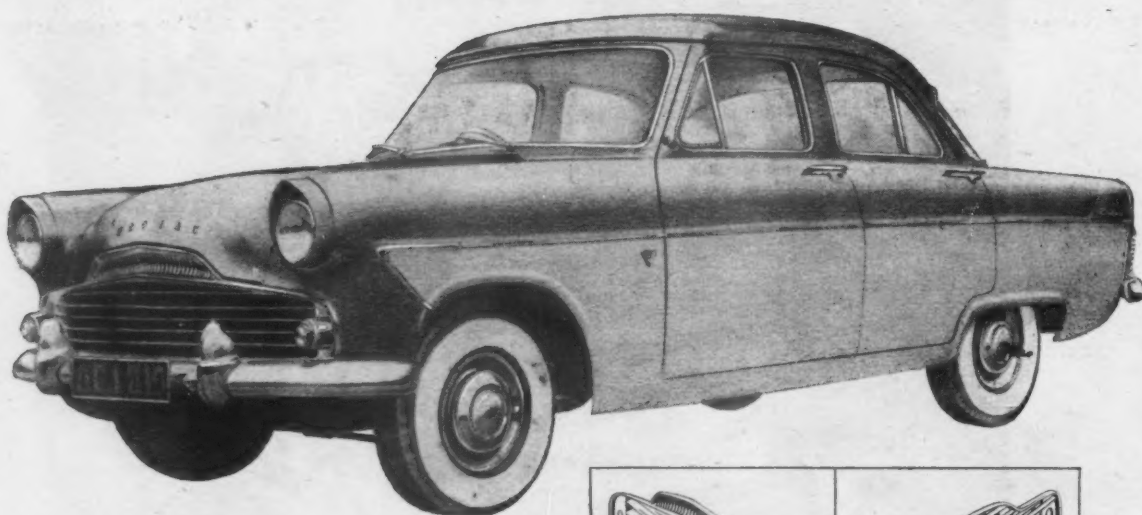
Each type of Newall Bolt is branded with its own distinctive mark and is recognised by engineers as having "Unique" qualities. Look for the Newall Brand.

A. P. Newall & Co., Ltd., nuts and bolts are used throughout the new Ford Models.

**A.P. NEWALL & CO., LTD.** POSSILPARK  
GLASGOW



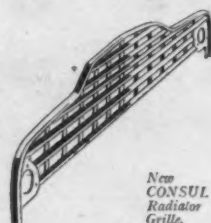
*a happy association*



• Metal Sections Ltd. are responsible for the manufacture of over 70 parts for the new FORD RANGE.



New  
ZODIAC  
Radiator  
Grille.



New  
CONSUL  
Radiator  
Grille.

We at Metal Sections Ltd. are proud to associate ourselves with the great FORD organization and feel that we have contributed in a small way\* to the charm and grace of their wonderful new range—THE THREE GRACES.



Windscreen  
surround—  
Rear and side  
window  
reveals.

**Metal Sections Ltd**

**OLDBURY • BIRMINGHAM**



*"The Three Graces" by **FORD...***

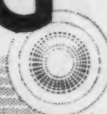
- ☆ *The New **Zodiac***
- ☆ *The New **Zephyr***
- ☆ *The New **Consul***

again choose  
**GIRLING**  
**EQUIPMENT**  
as standard

**HYDRAULIC BRAKES**  
**HYDRAULIC CLUTCH OPERATION**

**GIRLING**

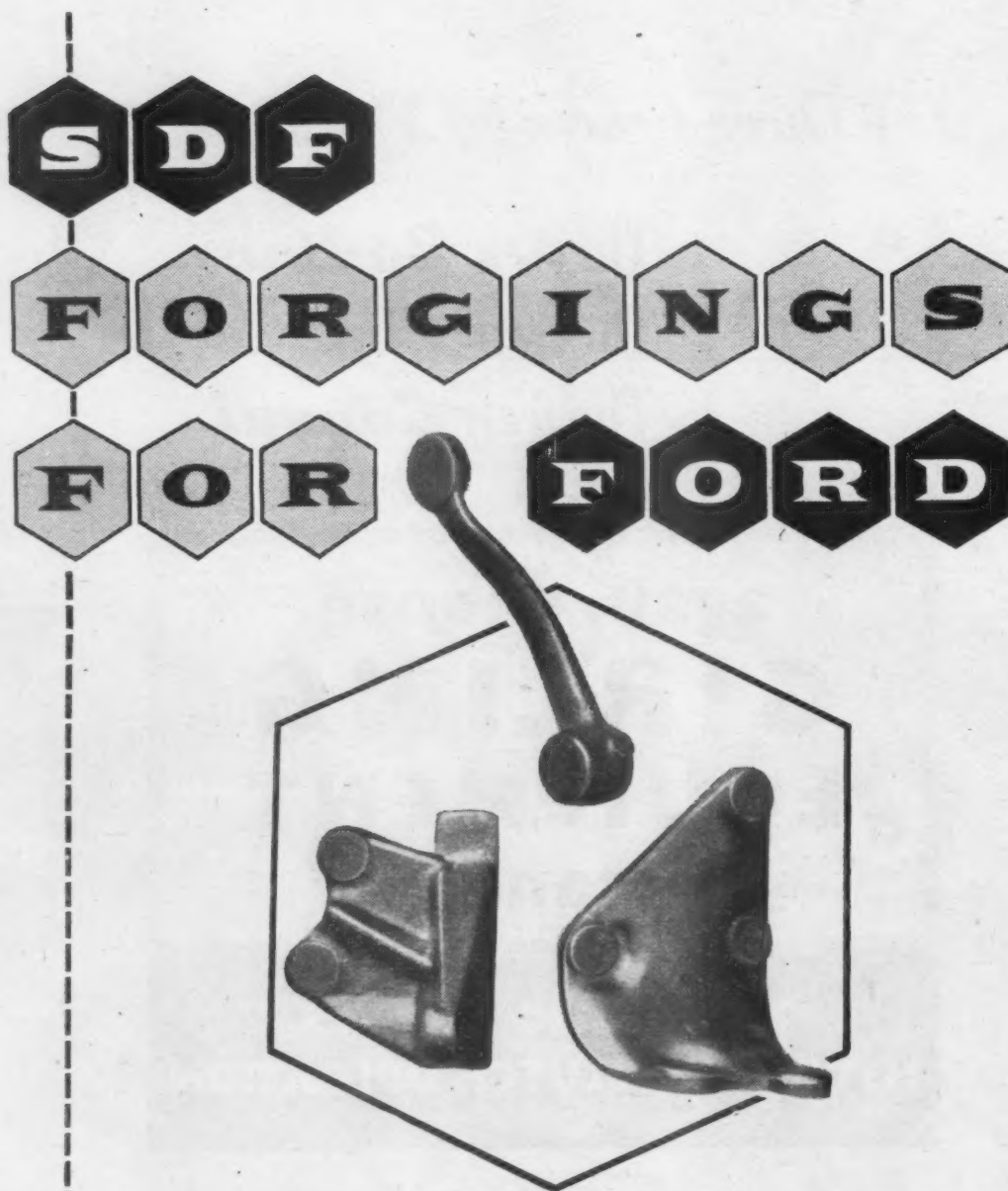
THE BEST BRAKES IN THE WORLD



*'Way Out Ahead*

GIRLING LTD.  
KINGS ROAD • TYSELEY • BIRMINGHAM 11





SMETHWICK DROP FORGINGS LTD • SMETHWICK & KIDDERMINSTER ENGLAND

FOR THE

*NEW ZEPHYR*

*NEW ZODIAC*

*NEW CONSUL*



FORD OFFICIALLY APPROVE

## BP Energol Motor Oil

Latest news in the motoring world are the big, excitingly styled new Fords—the Consul—the Zephyr and the Zodiac. For all these three models the Ford Motor Company officially approve BP Energol motor oil.

**5 times refined** Whatever your make of car, new or old, you can depend on BP Energol to keep it running sweetly and guard against wear. BP Energol is the finest quality mineral oil which has been refined no less than 5 times. It is also reinforced with additives to resist oxidation and the formation of sludge. BP Energol maintains an extra strong protective film on all working parts and keeps your engine clean without being harshly detergent.



ENERGOL IS A PRODUCT OF THE BRITISH PETROLEUM COMPANY LTD.



"Will you go a little faster?" said the Nyloc  
to the SNU.  
"There's a SNO nut close behind us, and he's  
hanging on like glue.  
See the Consuls and the Zodiacs—how eagerly  
they glide!  
They are waiting on the highway—will you come  
and take a ride?  
Will you, won't you, will you, won't you,  
will you take a ride?

"You can really have no notion how delightful  
it will be,  
When this Zephyr, with the other Fords, is driving  
to the sea!"  
The SNU replies "We're fixed, we're fixed!"  
and gave a look of pride—  
Said he thanked the Nyloc kindly, and they'd have  
to take the ride.  
Have to, have to, have to, have to, have to  
to take the ride.

(Humble apologies to the shade of Lewis Carroll)

Simmonds Nyloc Self-locking Nuts and Spire Speed Nuts (types SNU, SNO, SNJ, etc.)  
are used by the hundred on the Ford New Consul, New Zephyr and New Zodiac.

**SIMMONDS AEROCESSORIES LIMITED**

HEAD OFFICE & WORKS: TREFOREST, PONTYPRIDD, GLAMORGAN

A MEMBER OF THE FIRTH CLEVELAND GROUP



CRC.45s

## Bright & Black WASHERS BY THE MILLION - for



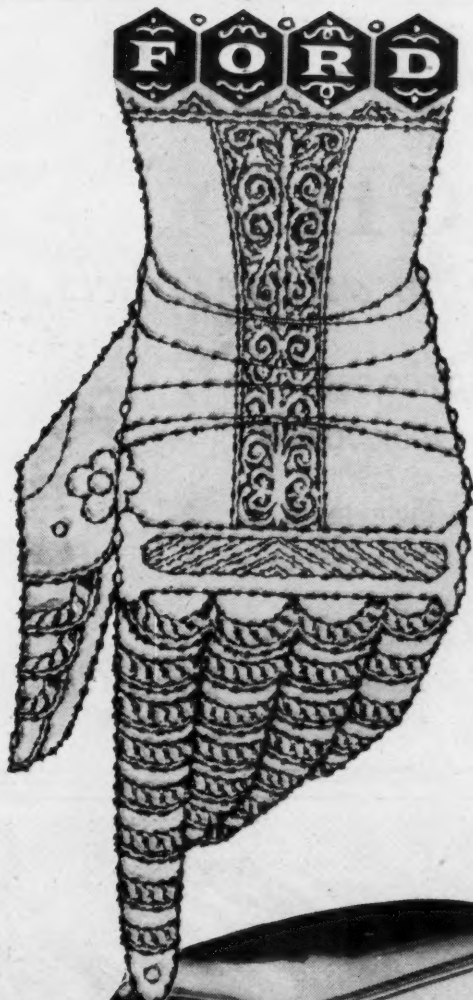
Manufactured by:

**CHARLES (Wednesbury) LTD.**

**WEDNESBURY, STAFFS.**

Telephone - WED. 0564





ALL FORD  
PAINTWORK  
CHALLENGES  
TIME . . .  
SAFEGUARDED BY  
BERGER PRIMER  
AND  
PRIMER SURFACER

*Many of the new Fords are finished in  
Berger colours.*



LEWIS BERGER (GREAT BRITAIN) LIMITED, MORNING LANE, LONDON, E.9.  
Telephone: AMH 3321. Makers of fine colours since 1760.

*Insure your car with*  
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*the soundest insurance for all car owners*

Assets exceed £50,000,000

Claims paid exceed £200,000,000

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**FORD**

*A proud association...*

The Warne-Wright Group is proud to be associated with the great name of FORD. Their confidence in entrusting us with the production of many precision parts that go into the assembly of FORD cars is a tribute to the quality and accuracy of our Forgings, Presswork, Bolts, Nuts and Rivets. Warne-Wright resources can be of service to you, too.

**THE WARNE-WRIGHT GROUP OF COMPANIES**

**THE WARNE-WRIGHT GROUP OF COMPANIES · KEELEY STREET · BIRMINGHAM, 9**



# ***Connolly***

## **LEATHER**

is used in the

*new* **ZODIAC**

*new* **ZEPHYR**

*new* **CONSUL**

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**CONNOLLY BROS. (CURRIERS) LTD**  
**CHALTON STREET, EUSTON ROAD, LONDON, N.W.1**

Telephone: EUSon 1661-5



## P. B. Cow & Company Ltd

Are pleased to associate themselves with  
the supply of rubber mouldings for  
the Ford New Consul, New  
Zephyr and New  
Zodiac.

*suppliers to the*

## FORD

## Motor Company Limited

**P. B. Cow & Company Limited**  
**12 Hay Hill, Berkeley Square, London, W.1**

In "THE THREE GRACES"  
— and in every new

# FORD



# EVERFLEX

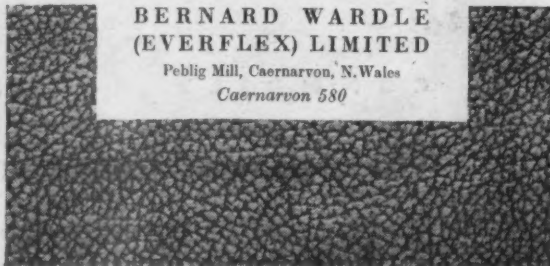
**P.V.C. COATED FABRICS**  
are used extensively

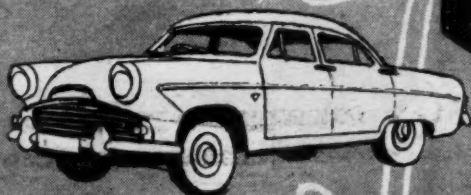
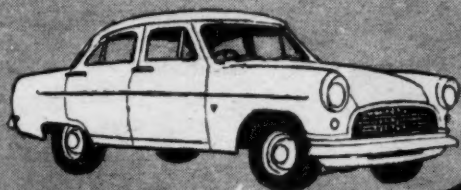
On the new Ford models, Everflex is again  
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finish and the new printed styles, Everflex  
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*Sole manufacturers:*

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Caernarvon 580





*The Three Graces*

**FORD**

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**HIGH QUALITY  
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SHEFFIELD

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For superb  
suspension  
the new **FORD**  
cars rely upon . . .

**ARMSTRONG** SHOCK ABSORBERS

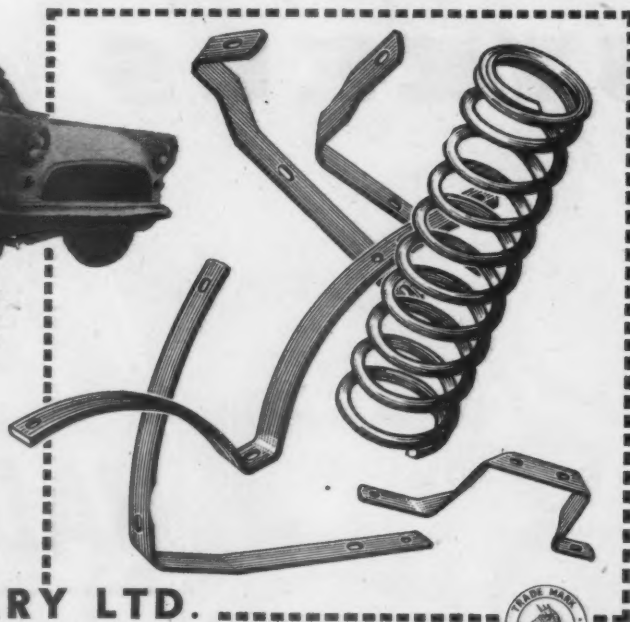
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## Welcome to "THE THREE GRACES"



**FORD** New Consul  
New Zephyr  
New Zodiac

William E. Cary Limited are pleased to be associated with the New Consul, new Zephyr and new Zodiac in the supply of Coil Springs for front suspension and Bumper Brackets on all three models.



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NEW CONSUL • NEW ZEPHYR • NEW ZODIAC • NEW CONSUL • NEW ZEPHYR • NEW ZODIAC

NEW CONSUL • NEW ZEPHYR • NEW ZODIAC • NEW CONSUL • NEW ZEPHYR • NEW ZODIAC

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*Experience Counts —*

27 Factories throughout the world. Firestone total sales exceed £1,000,000 per day. Firestone Tubeless Tyres have been proved in service since 1951 and production today exceeds 1,500,000 per month.

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*New Zodiac*



*New Zephyr*

*We are proud to be associated  
with the introduction of the  
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*Suppliers of Steel Sheets to  
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for over 30 years.*

**Gorse Galvanizing Co. Ltd., Dafen, Llanelly**



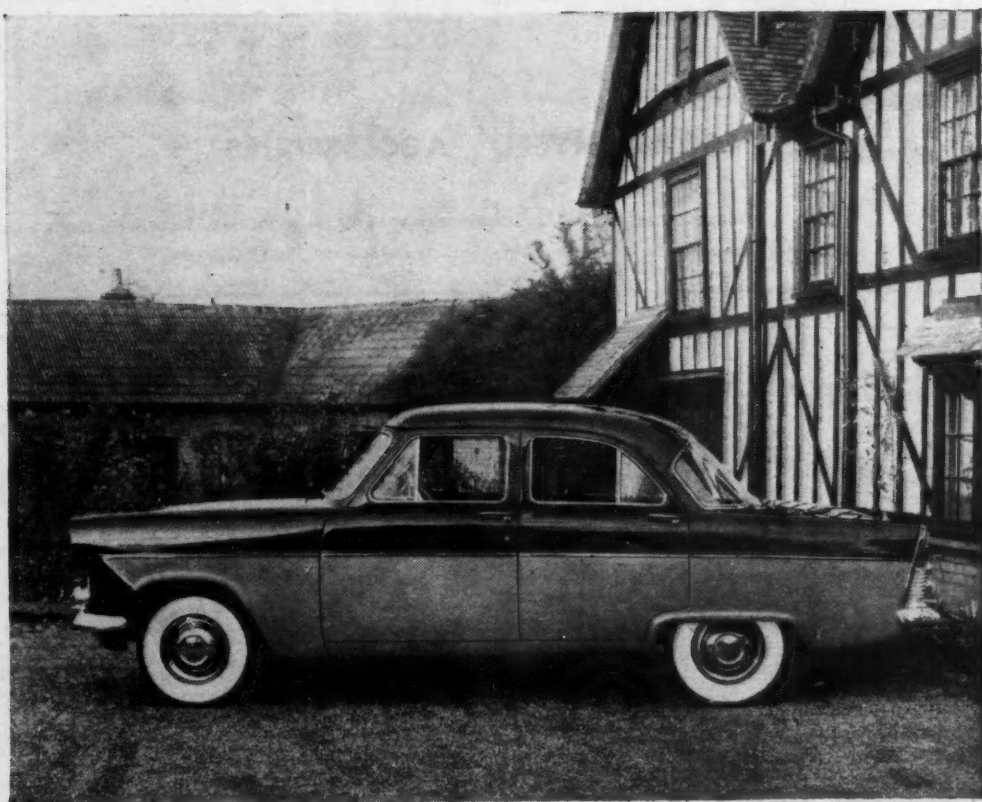
*New Consul*

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AS USED ON THE FORD NEW CONSUL  
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**THE LACE WEB SPRING CO. LTD.**  
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...and the new **FORD** cars

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**Helliweld Electrically Welded Tubes**

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ESSO congratulate



*in the spirit that moves*

**"THE THREE GRACES"**



**finest petrol  
in the world**



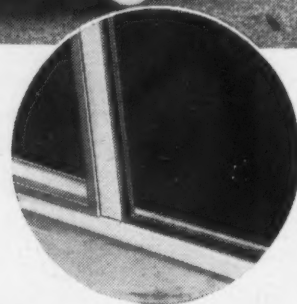
*Congratulations to the Ford Motor Company Ltd. on the introduction of the new Consul, Zephyr and Zodiac. Imperial Chemical Industries Ltd., Paints Division, are proud of their association with this Company, as paint suppliers, for over twenty years.*

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products are embodied in the latest Ford models — the New Consul, the New Zephyr and the New Zodiac. All success to "The Three Graces."



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AC-DELCO DIVISION OF  
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Hardura, the Original British-made Plastic Coated Felts for floorings, insulations, linings and trimmings are known the world over.



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the production of  
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"THE THREE GRACES"

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*Automatically the best!*

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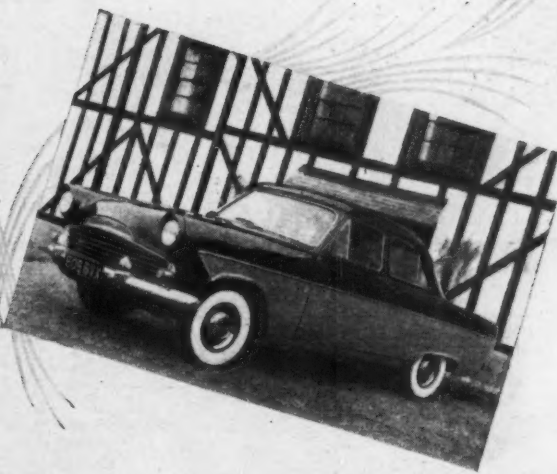
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Telegrams · 'Parpaton Newport'





## Sankeys salute 'The Three Graces'



Congratulations  
to Ford Motor Company Ltd. on the New Consul,  
Zephyr and Zodiac, so aptly called The Three Graces.  
Sankeys are proud to be associated in the production  
of these three cars.

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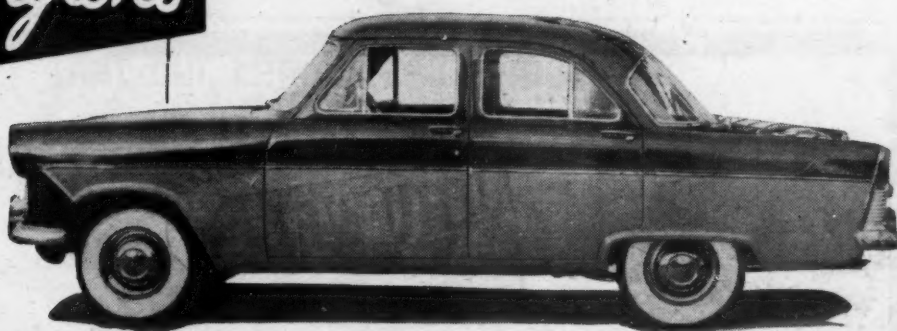
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**Wingard**  
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Electric Resistance Welded

**STEEL TUBES**

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Over a period of more than 25 years Tru-Wel Electric Resistance Welded Tubes have maintained their reputation for consistent high quality and dependability.

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A  COMPANY

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**for the brilliant  
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HELPING IN THE  
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Panoramic Blades to clean "wrap-round-screen"

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Ford choose low pressure castings by our new special process as well as gravity die cast induction manifolds for maximum performance.



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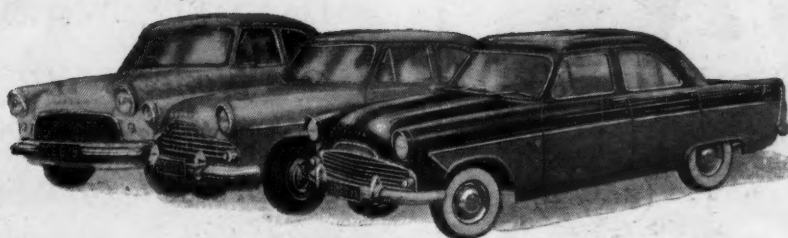
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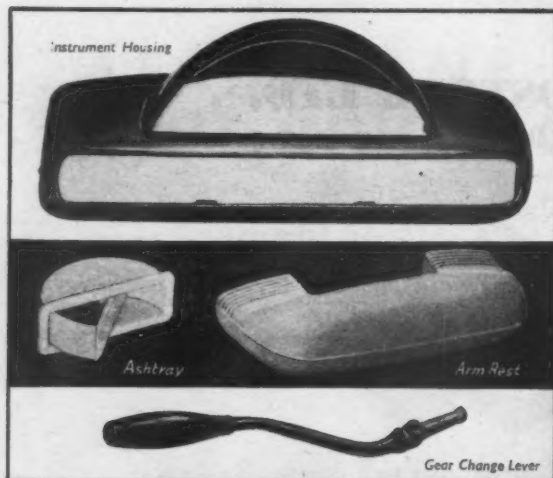
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*Illustrated are the two-piece instrument housing, the ashtray, the arm rest which is assembled complete at Walthamstow and the knob which is moulded on to the gear change lever, and below, a 'bus top view' of the new Consul.*

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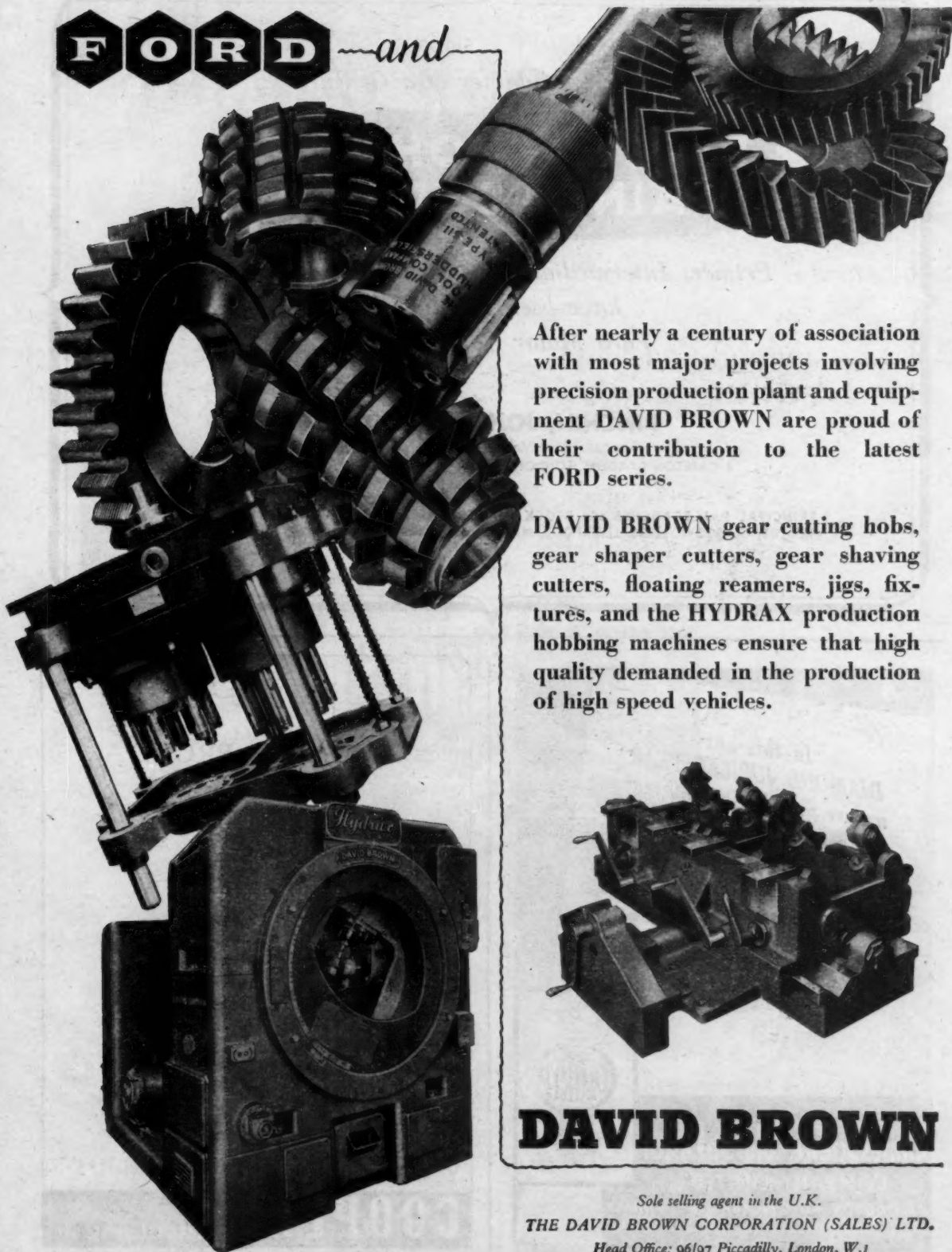


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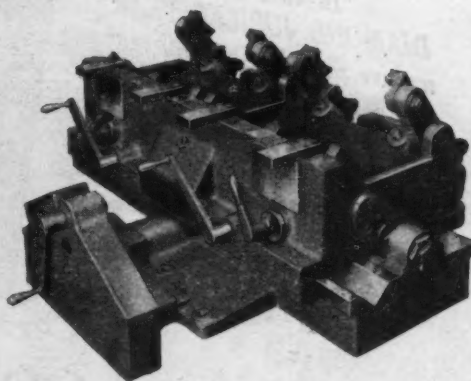


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## *Springs for*

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Front Coil Springs  
for the three  
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made by  
Toledo Woodhead



◀ NEW CONSUL



◀ NEW ZODIAC



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MOTOR CO LTD

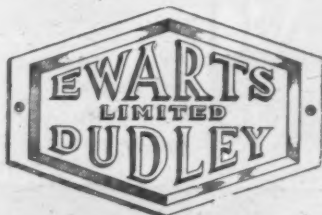
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to the whole of the Ford passenger  
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## *of course!*

## **Cox & Co** (WATFORD) LTD.

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# VIEW MASTER

## The "Come Back" WING MIRROR

FITTED TO SEVERAL CURRENT MODELS  
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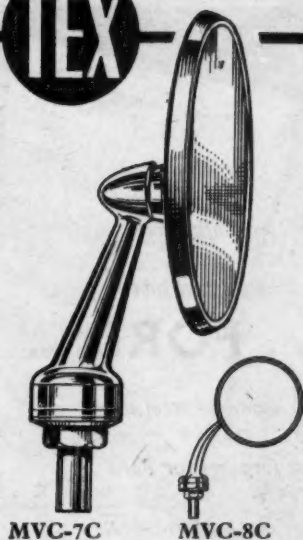
WHEN once adjusted correctly and locked in position, the Viewmaster will remain in proper adjustment and, if bumped, the universal "come-back" joint operates to return the mirror to the correct position. The Viewmaster is the mirror which bumped or knocked from any direction will return to its original location.

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Will replace other type wing mirrors using existing hole.

Price 22/6 each



## CASCO·TEX

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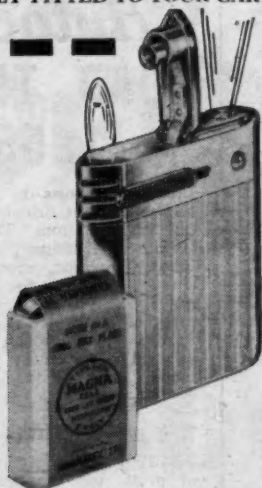
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The ingenious sleeve automatically extends when you remove the lighter from the dashboard receptacle to catch sparks and ash that may frequently fall when you are lighting up.

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WITH PERMANENT ELEMENT  
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WITH TORCH COMBINED

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# The Autocar

FOUNDED 1895

No. 3147

Friday, 13 April 1956

Vol. 104

## First Form

**W**HEN one is learning to be a pilot the instructor customarily demonstrates spinning and, more particularly, the method of recovering from a spin, quite early in the course of flying training. Simple aerobatics are often included, as well, within the first 20 hours. This procedure is something of a hangover from the early days when aeroplanes were quite likely to get out of control and spin out of badly made turns. It is maintained as a precaution against the remote possibility of such things happening today but, more important now, it gives a pilot confidence and knowledge in dealing with all difficult situations and emergencies. If he can cope with extreme attitudes and antics, the more ordinary happenings will be well within his capacity.

Where is this discourse leading? Our purpose is to draw attention to the very different approach to learning to become competent to handle a car, not in the three-dimensional freedom of the air, but in the selfish, bustling congestion of weather-treacherous roads. Is it sufficient to know how to work the controls and give exaggerated hand signals? Should not new drivers also try heavy braking at speeds over 20 m.p.h. on various surfaces? Surely the recent suggestion that all drivers should be given experience on a skid pan was a good one. For those who could manage it we would suggest, in addition, a visit to a track for a few laps clear of the worries of other vehicles, so that they might learn more of the capabilities and limitations of their vehicles. Expert advice at the time would be an advantage.

With experience and help of the sort indicated new drivers would learn when to brake and when to steer out of trouble on slippery roads; how to deal with unexpected sharp corners and to correct skids instinctively; when and where not to go fast; and how much safe stopping distance to allow on the open road. Traffic and bad-weather driving would then be less of a worry to them and their driving less of a worry to other road users.

## Automatic Chokes

**M**ANUFACTURERS who strive to make motoring as simple as possible will forgive us if we feel still a little doubtful of the automatic choke. This device, in great demand by American buyers, depends on engine temperature, the mixture being enriched until a thermostat operates to permit normal fuel flow to the carburettor.

No doubt exists of the success of the device. It is customary for the engine to fire immediately and, after a few minutes' running, for the note to become that which indicates working temperature. It is during those few minutes that misgivings arise, for very frequently the engine gives evidence of over-rich mixture about which the owner can do nothing except open the throttle a little, in the hope that the air-petrol mixture will thereby be weakened. It may be objected that a simple adjustment will make the automatic choke cut out at a lower temperature, but a moment's thought will show that the setting is bound to remain on the rich side in order to obviate any chance of stalling the engine, a particular source of irritation to the motorist who demands that he should drive away from cold "without trouble." And, it may be added, without bothering to understand what is happening under the bonnet and down the cylinder walls of his precious machine.

Temperature alone is not, quite frankly, the ideal guide for the application or otherwise of the choke, although the necessity to fit one is dictated by low temperatures. Oil viscosity enters into it and, in these days of cross-blended oils, has an effect that is independent of temperature. With a modern multigrade oil it is usually possible to do without the choke the moment the engine fires, with corresponding benefit in terms of bore wear. But with a temperature-controlled automatic choke, the mixture remains rich until the thermostat operates, and a needless wash in petrol is given to the cylinder walls—one which they could well do without.

D

**I**F you are a devotee of motor racing and have watched a grand prix or two from the touchline, you will probably have wondered about the miraculous road-holding, steering and braking qualities of the cars. The speeds are probably far beyond your experience, corners are taken at the very limit of adhesion, and the handling and safety characteristics of the vehicle have to represent the peak of perfection, according to the knowledge and standards of the day.

The racing driver has, however, certain advantages over you. He knows that his car is of inherently excellent design and that it has been prepared by skilled and conscientious mechanics, whereas yours was probably built to a price with consequent limitations, and was assembled by largely unskilled labour; he has the opportunity to learn about both his car and the course in practice periods; he knows that, short of a pile-up, there will be nothing opposing him round a blind bend; and that no pedestrians other than wary marshals are likely to be strolling about.

On public roads you can be pretty sure that a major proportion of the cars you meet will be defective in some respects affecting their safety, and your combined speeds may well equal that of a racing car. They may be under the control of a senile, dim-witted, callous, deaf, half-blind or just tired driver. You may meet them unexpectedly, driving in your direction on your side of the road, with a burst tyre, worn king-pins and wheel-bearings, a leaking master-cylinder,

"... other than wary marshals ..."



## Tuning the Chassis

grabbing brakes, defective shock-absorbers, a loose driving seat, a broken chassis or a jammed throttle.

Your duty is to keep your car in a fit and roadworthy state so that it does not endanger other road users, and can be called upon to keep you clear of most emergencies, whether of your own or another's causing. If you have tuned your car's engine to give a markedly greater performance than its maker intended, you may well have "run out of chassis" in the process. Some low-powered machines have chassis of such excellent design and quality that they are still perfectly safe with a considerable power increase under the bonnet; others are already too fast in standard form, and suffer from brake fade, bad weight distribution, instability and a vague sense of direction. If you wish to know into which of these categories your vehicle is thought to fit, you should seek the advice of an unbiased expert such as an experienced rally driver.

The three essentials for mechanically safe motoring are:—

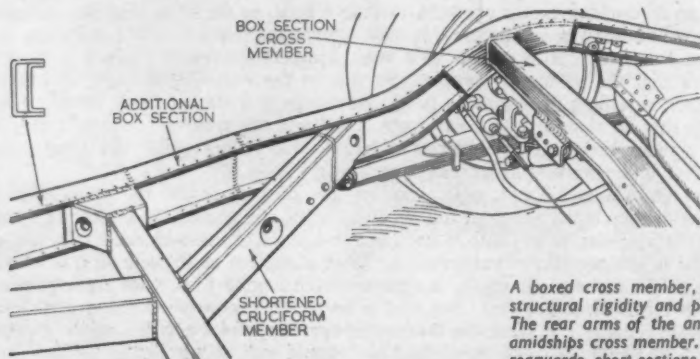
1. A sound chassis structure.
2. Adequate brakes, with a generous safety margin.
3. First-class steering and roadholding.

Dealing first with the chassis, your approach to the problem will depend upon the age and condition of your car, and whether it is of unit construction or has a separate

chassis frame. Not very much can be done about the first type, except to give it a thorough inspection for corrosion in places which affect the structural strength, and for splits and failures of the spot-welding.

Mountings for spring hangers, suspension links, shock absorbers, engine bearers and so on should be inspected, repaired and strengthened where considered necessary, remembering that many of these were little more than strong enough when new, and that corrosion and metal fatigue may have rendered them too delicate for fast motoring.

Many early chassis, one is led to believe, were deliberately allowed to flex, the true reason probably being that their designers did not know how to make them rigid without suffering a grievous weight penalty. This lack of torsional rigidity is tolerable so long as it does not get out of hand and exceed the maker's limits (if he ever had any). Look, therefore, for loose rivets, and replace them with fitted high tensile bolts, which means that the bolt holes should be reamed to size and the bolts lightly driven in. Make sure that only the shank of the bolt (the unthreaded part) is engaged in the chassis members, and that the nut will not shake loose. Shake-proof or self-locking nuts are best used here, since castellated nuts and split pins will deter you from making a periodic check for tightness. A box-section chassis, if well designed, is probably sufficiently rigid without further stiffening, but if necessary an extra boxed cross member can be applied to an already stiff structure with little danger of precipitating trouble. This is not always so, however, with an open channel frame.



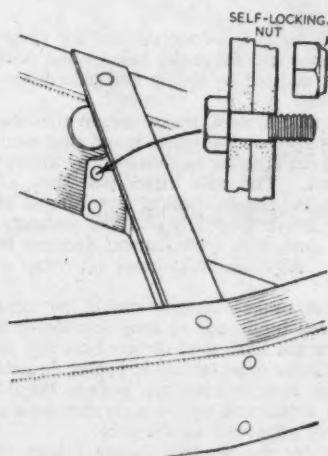
A boxed cross member, added to an abbreviated Lancia chassis, increased structural rigidity and provided a mounting for inclined telescopic dampers. The rear arms of the amputated cruciform were retained, and welded to an amidships cross member. Since the boxed channel side members are splayed out rearwards, short sections were inserted to accommodate the angular difference

If you decide to add a cross member here, box in the chassis channel there, get expert advice before you do anything too drastic; in strengthening one part of the chassis, you will be transferring the load elsewhere, and may cause an unexpected failure. In other words, if you have a local load to shed, don't just move it to a different place, but spread it as widely as possible over the structure.

The really serious motorist, every now and then, will have his steering and suspension links examined for incipient cracks—perhaps even crack-tested; but not many will wish to spend time and money dismantling and reassembling these components more than once a blue moon. A good compromise is to blend out flaws and polish with file and emery cloth, and to keep them so. In the first place, this makes it easier to detect flaws, and secondly, relieves surface stresses and reduces the likelihood of flaws developing; an alternative treatment which will benefit these vital parts in the matter of stress relief and fatigue life is the process of shot-peening, which is in effect sandblasting with a blunt medium. Chrome-plating looks pretty and prevents corrosion, but it will conceal flaws in the metal.

It should go without saying that the condition of all suspension and steering bushes must be good, and that there should be no appreciable side float in the spring shackles to interfere with the precise location of a rigid axle.

The steering-box should be checked for wear and its mounting for security. Many boxes, especially on the older cars, are none too rigidly bracketed to the chassis, and put precision handling qualities out of reach. If lower ratio (i.e., higher-gear) steering is contemplated, this can be achieved by fitting a longer drop-arm to the steering box;



Loose chassis rivets can be replaced by high tensile steel bolts and self-locking nuts. The rivets should be removed one at a time, the stretched holes reamed round to an oversize, and the bolts tapped in.

but if the makers cannot supply one, it is not advisable to cut the arm in two and weld an extra piece into the middle of it. Such a weld would have to be done by an expert, and the arm suitably heat-treated afterwards.

Whilst on the subject of steering, it is worth noting that if in the course of your labours you have shortened the chassis of your car—perhaps in converting it from a family saloon into a sports car—you will automatically have given it in effect higher-gear steering and a reduced turning circle diameter, as well as interfering with its Ackermann geometry. If you don't know what Ackermann geometry is, don't bother; it is going out of fashion anyway, and doesn't really mind being interfered with.

Some people will tell you that the only steering gear worth having is the rack and pinion; yet some of the most controllable cars in the world have retained the more orthodox layouts. Others will recommend you to eliminate all rubber bushes from steering joints; if this is desirable—and it probably is—there are some notable exceptions to the rule.

It is no advantage to have good steering if the wheels are going to fall to pieces; in recent years this has become



"... thorough inspection for corrosion ..."

a less uncommon occurrence in cars whose pressed steel wheels have been subjected to the extra stresses and strains of competition work. One need go no further back in history than the recent Monte Carlo and R.A.C. Rallies to find unfortunate examples of this type of failure, and your safest move here is probably to make discreet enquiries to discover whether the type of wheel on your car is likely to stand extra loading.

If the answer is "Yes," change them for something stronger, and if "No," have a good look at them occasionally to make sure that they are not about to make history. Wire-spoked wheels usually give some warning of imminent collapse, first by losing a few spokes, then wobbling when the remainder go slack. Other points about wheels are that larger diameter ones on the driving axles will give you higher effective gearing; that they should be carefully balanced—particularly those at the front; and that wider rims than standard will often add to lateral stability.

See to the tracking of your front wheels; camber and caster angles need not be checked unless the front of the car has had a bump, or unless it steers less well than it should and does not respond to less troublesome remedies. Toe-in (or, in the case of front-wheel-drive vehicles, toe-out) is easy to check and to correct, but it is a waste of time to make any such adjustment to a layout suffering from worn wheel-bearings, king-pins or track rod joints.

It is generally useless to make any attempt to "track" the wheels of a car with independent suspension if it is on jacks, since most such layouts and their attendant steering geometries are compromises, and the wheels lie true only when the weight of the car rests on them. With the sliding pillar type (e.g., Lancia and Morgan) where a one-piece track rod is used, the converse applies. With the front wheels jacked clear of the ground, the sliding members rest on their lower stops and the track rod is then bound to be parallel with the chassis frame.

The best backyard method of checking toe-in (if a proper jig cannot be borrowed) is to stretch two parallel lengths of string, one along each side of the car. They should be at hub level and as nearly parallel to the car as possible, the most convenient and simple means of keeping the string taut and at the right height being strategically placed piles of bricks, as illustrated overleaf.

Next set the front wheels dead ahead by standing at the front of the car and sighting them in relation to the back wheels; then mark the tyres with chalk at their point of contact with the ground and take measurements from the string to the front (a) and rear (b) edges of each wheel-rim.

Now push the car forwards or backwards, until the chalk marks come to the top and measure again, to get a mean figure should the rims be distorted. Taking account of



## TUNING THE CHASSIS . . . .

this last factor, the threaded track rod ends should be adjusted until the setting conforms with the makers' recommendations. Thus, if a  $\frac{1}{4}$ -inch toe-in is specified, the sum of the two measurements (a) to the leading edges of the rims should exceed those for the trailing edges (b) by  $\frac{1}{4}$  inch.

In the tough 'twenties of the vintage era, intrepid speed-merchants about to decimate all previous average speeds for a given route used to attend to their friction-disc shock-absorbers with a monster wrench and rely solely upon chassis flex for shock absorption. Modern design thought generally specifies a rigid chassis structure and soft, low-rate and long-travel springs, supplemented by powerful dampers, almost invariably hydraulic.

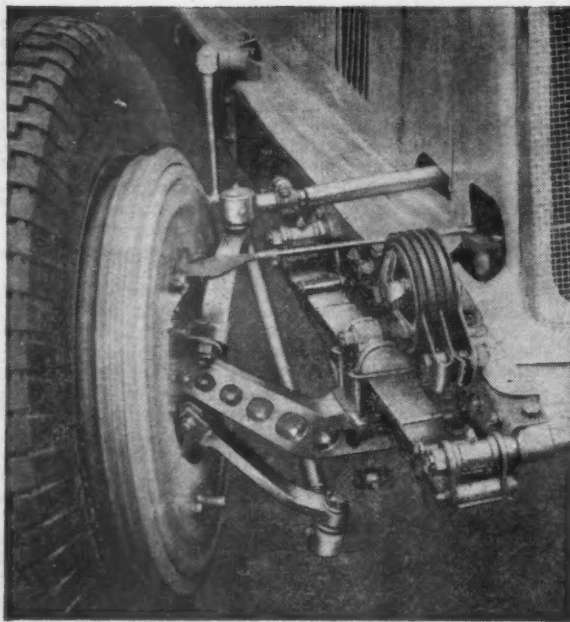
For extra high-speed work it will probably be advisable to fit dampers offering increased resistance to spring deflection, and perhaps of greater diameter and capacity for sustained energy-absorption. This, however, is no longer a hit-and-miss science, and damper manufacturers should be consulted before experiments begin. The pundits will talk to you for hours about roll centres, roll stiffness, suspension rates, understeer, oversteer and so on, but these technicalities are beyond the scope of this article.

Assuming that you now have a faster-than-standard car with excellent steering and roadholding, you will then have to think very seriously about stopping it. If your car is a modern family saloon to which you have fitted all the extra clutter such as multi-branch manifolds, special carburettors, high compression cylinder head and an overdrive, it will almost certainly require larger brake-drums and harder, fade-resisting linings. Braking problems, however, should be dealt with by experts, and the remarks below are included only to indicate what might be involved in tackling them.

The brake drums can be either wider or of increased diameter. In the former case, different wheels would need to be fitted, with a more pronounced "dish" so that the wheel-track would not be increased; and larger diameter drums would almost certainly necessitate larger wheels to accommodate them. Harder linings mean higher pedal pressures, and many makers of heavier cars in recent years have reverted to servo-assistance to meet this problem. For hydraulic systems, wheel cylinders of increased bore will step up the mechanical advantage, but these larger wheel-cylinders might well foul the brake drums.

The use on hydraulic systems of a dual master-cylinder, feeding front and rear brake lines separately, has much to recommend it. Before the late war, many of the more expensive cars incorporated this safety feature, but nowadays first cost precludes it. The provision of a handbrake almost invariably powerless to slow the car is an added incentive to extra precautions in the main system.

One of the enemies of the hard-working brake is heat, and the modern body shell so shrouds wheel and brake assemblies that precious little cooling air can reach them. The remedies are obvious, but brutal. Older cars were unashamed of their undercarriages and mostly had wire-spoked wheels, so that the cooling problem was not nearly so acute; moreover, lower speeds and less congested roads made their task easier. But many of them had pressed



Flaws in steering and suspension details can most easily be detected if these parts are polished. The early E.R.A. racing car was an object lesson

steel drums which when heated opened up like the petals of a flower, and had excess friction in the linkage and poor leverage which was not assisted by spring and axle distortions under braking loads.

In checking an hydraulic system, make certain that the flexible pipes are undamaged and untwisted, and that none of the rigid pipes has been crushed or flattened by a carelessly placed garage jack. The wise driver will have all master and wheel cylinder glands checked or changed at intervals, for they can perish gradually and fail instantly. Flexible pipes swell in time, with a consequent decrease in their internal diameters. All these brake items are cheap to replace.

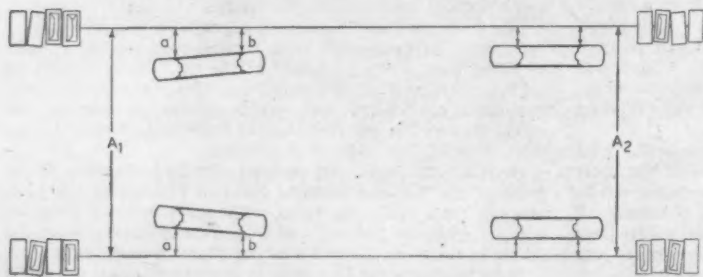
Mechanically operated brake linkages should be kept reasonably clean and well lubricated to keep friction to a minimum and to reduce the likelihood of any bias due to frictional differentials. Cables must be free of broken strands which can catch in their flexible housings; pulleys should be free to revolve, for a jammed pulley soon develops a "flat" and a razor-sharp edge to fray the cable.

There is a tendency for the modern family saloon to have its greatest weight concentrated over the front wheels, imposing severe limitations on its rear wheel adhesion for rapid cornering or acceleration on wet roads. Nothing much can be done about this except to move the battery and spare wheel as far back as possible to redress the balance. At the same time, a change of tyre to the wire-mesh reinforced type will enormously improve wet road handling.

The foregoing remarks have touched only lightly upon the basic essentials for safe motoring at high speeds on cars which may not have been intended for them. The moral is to choose a car which started right at the drawing-board stage and possesses all the essential virtues in rich abundance.

Engine-tuning is something any amateur can tackle, and if he is unsuccessful in his efforts and his work disintegrates in a monumental blow-up, no one else need suffer. Chassis-tuning, on the other hand, is a grave, public responsibility, and a few words of informed advice may help to avoid the tragic consequences of ill-judged experiment.

R. B.



A simple, backyard method of checking toe-in, described on page 329

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# Disconnected Jottings

BY THE SCRIBE

Barry Appleby drawings

## Red Lights

THE pernicious habit that cyclists and barrow boys have of walking past a red light should be firmly jumped upon for one very good reason. A motorist stopped at the red light, more or less subconsciously observing that a fellow-road user has moved off, does likewise without a further glance at the light, with obvious dangers.

Another thing I dislike is the red-green automatic light out in the wilds and governing a road repair. Often visibility is complete in both directions, and sometimes the traffic lane is wide enough for two vehicles at a pinch. Authorities who are worried about disregard of red lights might learn something from the economist's laws of diminishing returns and debasement of the currency.



Pernicious habit

## Entrepot

SINGAPORE, that inveterate roaming colleague of mine tells me, though exactly what he expected, was far more seedy than he had hoped. As he knows Port Said, Rangoon and Calcutta I am disposed to believe him. The reason is difficult to define, but it is a combination of last-century building allowed to decay, the intermingling of a number of races of differing ways of life, a dwindling European contingent, and what one might call entrepôtitis. Cities that lie at the crossroads of the world's great trading and passenger routes must inevitably have a sordid element, but when that element is backed up by inter-racial squabbles and the indiscipline of enormous numbers of people in a small space, the whole set against a backcloth of peeling paint and yesterday's fruit rind, then it becomes almost distasteful.

Almost. . . . My colleague is very fond of the tropical east and at this point his tone mellowed. Apparently those monsoon sunsets and sunrises, the incredible grace of the coconut palm and the healthier palm-thatch life outside the big cities are still meeting with his approval. One day I feel sure that I shall see a note in his empty office: "Dear Scribe . . . gone East."

## Farther Out

ON the previous day, such is the speed of modern transport, he had been for an hour in Jakarta, the capital of Indonesia. Here, he tells me, is a very good market for British cars, both existing and potential. As he strolled round the precincts of the aerodrome he noted most makes and also signs of a quite high standard of living, at least amongst a large section of the populace, and in a later conversation on the subject he was told by a local expert that Indonesia was, indeed, a great potential market.

"It's probably as naturally rich a territory as there is left in the world today," his informant remarked, and there is not much doubt that it will be exploited. But while certain other Continental races send out their experts in every walk of life, those from Britain are, it seems, few and far between. That seems a pity, especially as it is an old accusation.

## Tut-Tut

HE assures me that the Indonesian women are every bit as beautifully dainty as one has always imagined them to be, and I like the sound of the 6ft 4in captain of his plane who said goodbye to three of them with a breezy, "Farewell, my little blossoms." The same captain seems to have been quite a character, having prefaced his take-off from Singapore with the awful pun, "Well, as one earwig said to the other, 'Ere wigo.'" There ought to be a law against it.

## A Good Start

A RECENT week started well. On Sunday a colleague visited a vet friend; before the conversation got very far, the telephone rang. "Excuse me," he apologized, "but a cow has thrown a fit."

Early Monday morning your improvident Scribe absentmindedly ran out of petrol at 8.20 a.m. near Hampton reservoir, and spent an unprofitable hour walking to the nearest open garage; he was late at the office that day and made a bad start to the week.



8.20 a.m.

To cap it all, in the afternoon, a 'phone call came from another colleague who had been stranded with a flat tyre (the spare was flat, too) in a borrowed car in front of the Ministry of Pensions building in Euston Square. Next day poor old Scribe used the same car and also had a puncture—in a snowstorm.

Moral: To spend our weekends checking petrol and spare tyre pressures, like all good motorists.

## Anti-Climax

THE 1955 Welsh Himalayan Expedition, with its two Vanguard Estate cars, left the U.K. last July. It travelled through European and Middle-Eastern countries and on to Afghanistan, Pakistan and India; members were arrested by Chinese communists and held in Tibet. One Vanguard, after completing its outward journey, returned to the U.K. and after all these thousands of arduous miles and adventures of every kind it was involved in an accident and written off—on the Barnet Bypass!

Somewhat irrelevantly, this reminds me of a statistic provided by Mr. Peter Masfield, managing director of Bristol Aircraft, Ltd., and formerly chief executive of British European Airways. In a British Commonwealth and Empire lecture in September, 1948, he stated that, in a year, more people were



Donkeys

kicked to death by donkeys than died as a result of air accidents. The day is not far off when it will be safer to take the Scribal limousine up a Himalayan goat-track than along a Greater London bypass.

## Only Third

THE suggestion that the accident rate might drop if third-party insurance were abolished is piquant though not a new one. On the whole I think not. Besides, those poor insurance companies might be hurt.

But would they, though, when motor business is as much a passport to bankruptcy as they would have us believe?

### Prices in Africa

MINISTER for economic affairs in South Africa, Dr A. V. Rhy, has stated that he is considering reducing the prices of certain popular cars in South Africa. An independent inquiry last year showed that some U.S. cars almost doubled in price between the factory and the South African buyer.

### Bigger and Better

NEW maps with a scale of ten miles to the inch, and nearly fifty more pages than last year, are contained in the R.A.C. *Guide and Handbook* for 1956. The guide, a complete work of reference for the tourist, costs 7s 6d to members of the R.A.C. and 10s to non-members (R.A.C., 85, Pall Mall, London, S.W.1.)

### Working Full Time

REPORTS from Jaguar Cars, Ltd., state that the factory is working a full five-day week with overtime and nightshift work, and additional labour is being taken on to speed up the output to the target figure of doubled production which was set at the beginning of the year. It is not yet stated to what extent recent wage awards will affect prices.

### Index Ready

ORDERS can now be accepted for *The Autocar Index* for the period July to December, 1955. For those who have not yet obtained an index for the first six months of 1955, or for the July to December period, 1954, a few copies are still available. Enquiries should be addressed to Trade Counter, Dorset House, Stamford Street, London, S.E.1. An index costs 1s 2d, including postage.

### Leaves of Spring

REAR springs of all Vauxhall models will now have four leaves instead of the three previously used on home market models. All export models were previously fitted with four-leaf springs. A notable feature is that the new springs, which are interchangeable with the previous type, incorporate polythene buttons between the ends of the top, second and third leaves, and no service lubrication is needed. As a result, grease gaiters are no longer fitted. The new springs have the same capacity as the previous type, but are slightly stiffer.

### PARKING PLANS ATTACKED

THE Minister of Transport's feeble "solution" to London's parking problem has now been criticized by the motoring organizations. The Standing Joint Committee of the A.A., R.A.C. and R.S.A.C. has stated that it was "bitterly disappointed" with the Minister's statement, and that the time had come to stop tinkering with this vital problem. The new survey, the Committee added, was unlikely to produce anything which was not contained in the 1953 report of the working party on car parking. That report was endorsed by the Committee as a realistic solution to the traffic problem in London and other large cities.

The Committee added: "The new proposals are nothing more than an ingenious excuse for avoiding positive action. . . . The Government could



THE PRIME MINISTER, Sir Anthony Eden, and Lady Eden arrive at Coventry Cathedral for the ceremony of laying the foundation stone, on the occasion of the Royal visit to the city. The car in the foreground is the mayoral Humber Pullman

### Basic Extras

ALL Wolseley Four Fortyfour cars in future will be fitted with windscreen washers and twin fog lamps as standard equipment, included in the basic price of £961 7s.

### No Changes

GENERAL manager of the Volkswagen company, Dr. Nordhoff, has stated that there will be no changes in the price or technical construction of Volkswagen cars this year.

### Hooting Banned

NEW YORK has started an attack on noise. The first move was to ban car hooting, and this was introduced last month. Mr. R. Wagner, the Mayor, proclaimed March 15 as Q (for Quiet) Day. His photograph appeared with his finger to his lips and holding up a sign reading: "Don't be a goose. Hold that Honk!" Fines for hooting range from £3 10s to £17. Next move in the Quiet campaign begins on May 1, and will be directed against noisy exhausts, clanging manhole covers and the din made by dustmen.

## NEWS AND

### Budget Call

AN appeal has been made to the Chancellor of the Exchequer to cut the petrol tax in the forthcoming Budget. This request was made by the Standing Joint Committee of the A.A., R.A.C. and R.S.A.C.

### Silver Anniversary

COMPLETION of the ten thousandth Porsche type 356 coincides with the silver anniversary celebrations of the German manufacturer. Originally, production of the type 356 was planned in small serials of 50 cars each. The figure of 10,000 cars was achieved after five years' production.

### Building for Safety

COMMENTS on the safety aspect of modern motoring and of automobile design were made by Mr. A. B. Bourne, Editorial Director of Iliffe and Sons, Ltd., in a talk to the Derby centre of the Institution of Mechanical Engineers (Automobile Division) recently. The chairman was Mr. A. H. Fletcher, B.Sc., M.I.Mech.E., chief designer (Aero Division), Rolls-Royce, Ltd.

Mr. Bourne discussed the importance of comfort and of convenience of control operation, and went on to mention details of equipment and design which aided safe driving—screen washers and wipers, wrap-round windcreens and rear windows, slope away bonnets and the like. He remarked on the inadequacy of bumpers, the safety aspects of tyres and the problems of dazzle and lamp mounting. He concluded that for safety the prime need was for roads, the second was to provide cars which enabled the driver to drive safely, and the third was to ensure that if a car was involved in a collision the minimum of bodily harm would be done.

easily demonstrate its determination to tackle the problem by building multi-storey underground and surface garages now."

Plans announced in Sydney, Australia, to ease the city's parking problems make interesting comparison with the situation in Britain. The construction of an underground car park, which will be built in three sections, has been started. The first will house 300 cars, and the completed car park will provide space for 1,100 cars. This real attack on the parking problem will take three years to complete, and will cost the sum of £A1,000,000.

An underground, moving carway from the new parking station to carry cars by a short cut into the city itself is also in the planning stage.

### Air Control

**DURING** the Easter bank holiday weekend, final tests were carried out by the Automobile Association to investigate the practicability of supplementing their existing organization by the use of aircraft. It is envisaged that a flying control centre would be of immense value in an emergency, by its ability to establish quickly a local field of radio coverage. More rapid and flexible point-to-point transport for officers of the Patrol Service would also be available for use in cases of urgency.

### Parking the Dog

**AN** extensive list of hotels and boarding houses where dogs are welcome with their owners, may be obtained on application to the Canine League Defence Fund, 114, Wigmore Street, London, W.1.

### The Indispensable

**MICHELIN'S** 1956 guide to France is available in its customary red-covered form. This is widely acknowledged to be the finest guide-book in the world, and it is an old axiom amongst tourists that if you search for it diligently enough, every item of touring information can ultimately be discovered in the 885 pages, even to the probable date of reopening a

## VIEWS

bridge that is closed for repair, or the location of a *lampadaire*, or lamp-post. The Seymour Press, Ltd., supplies the guide in England, at 22s from 282, Vauxhall Bridge Road, London, S.W.1.

### RADIO FOR SUSSEX

**AT** the end of last month, the Automobile Association announced the extension of its radio-controlled breakdown service to the 1,350 square miles of Sussex. From now on, the Association's Brighton headquarters will be in constant radio contact with radio patrols by day, and, at night and week-ends, with A.A. breakdown vehicles.

The Sussex transmitter is the eighth to be erected since radio-controlled breakdown service was introduced in 1949. The network now covers some 32,000 square miles of Great Britain, and last year radio communication was used

### Hawk de Luxe

**HUMBER, LTD.**, of Coventry, are now marketing a de luxe version of the Humber Hawk saloon. No change has been made in the mechanical specification of this model. It is powered by a four-cylinder overhead-valve engine of 2,267 c.c. which develops 75 b.h.p. at 4,000 r.p.m.

The difference to be seen between the standard Hawk saloon and the new de luxe car lies chiefly in the interior finish. Veneer burr walnut facings cover the upper half of the fascia either side of the central instrument panel, and the lower half is covered in leather to match the upholstery. The same polished wood is also used for cappings across the front and rear door pads. The door interior trim panels are lined with a fluted section of material, in addition to an area of plain trim. A screen washer is a standard fitting on the de luxe Hawk, which costs £730 basic plus £366 7s tax, total £1,096 7s.

A.C. CARS outside the company's works at Thames Ditton, Surrey, are all destined for export. They include a number of cars fitted with the Bristol engine, which is now available as an optional extra. With the exception of the Aceca, extreme left, all are the two-seater Ace model



### Australian "Jeep"

**PRODUCTION** of an Australian manufactured "jeep" type general-purpose vehicle is expected to begin in Melbourne, Australia, early in 1957. The body-building firm of Freighters, Ltd., plans to produce about 5,000 all-metal vehicles in the first twelve months. Standard Vanguard engines will be fitted until locally produced motors are available.

It is planned to use a tubular steel frame, with the wheels independently sprung by torsion bars. A special double-ratio gear box, with six forward and two reverse gears, will transmit the drive to either the rear wheels or to all four wheels when required.

A prototype is being tested at present with alternative equipment such as glass fibre body, hard top and other modifications. It has a 17.9 h.p. engine developing 68 b.h.p., and petrol consumption is reported to be in the region of 22 m.p.g., with an available top speed of about 65 m.p.h.

### Remember October 1

**FROM** October 1 this year all cars, trailers and caravans must be fitted with two red rear lights at least 2in in diameter, not more than 30in from the rear of the vehicle, not less than 21in apart and within 24in of the outer edges of the vehicle if it was registered before October 1, 1954, or 16in if registered after that date. Full details may be obtained from the R.A.C.

### Car Hire—An Industry

**ON** March 15 an informal celebration was held at London Airport to mark the expansion of the services of the Car Hire Group, Ltd., 98, Jermyn Street, London, S.W.1. The group now embraces nine individual firms all of whom provide cars for self-drive or chauffeur-drive hire at the same basic tariff, and will collect or deliver hire cars at any place in Britain or on the Continent, for fixed charges.

The popularity of car hire is increasing, particularly for short periods abroad which do not warrant the expense of shipping a car. Earnings in dollars from car hire totalled £585,000 during the period September 30, 1954, to October 1, 1955. Overseas earnings during the same period amounted to £607,000, bringing the total to over a million pounds.

During the summer, the group's self-drive charges for hire, excluding petrol, vary from £1 a day plus 5d a mile for a Ford Anglia or Morris Minor, to £1 10s a day plus 8d per mile for a Standard Vanguard or Vauxhall Velox. Weekly charges for these cars, allowing a basic use of 300 miles, are from £12 plus 3d a mile excess to £18 plus 6d a mile excess.



**AMERICA'S** most recent device is remote control of traffic lights. The police chief can send out radio beams ahead of his emergency vehicle to bring all traffic lights to red as the vehicle approaches



# Used Cars on the Road-93

1948 VAUXHALL 14



Price new .. £460 0s 0d  
Purchase tax .. £128 10s 7d  
Price secondhand £345 0s 0d

**A**T the Motor Show of 1938, Vauxhall introduced the J-type Fourteen saloon. It was powered by a long-stroke six-cylinder o.h.v. engine, and the model was resumed after the war with only one or two minor alterations. This tested example of the J-type—one of the last to be built before the model was discontinued—was provided by Harold Harding Motors, 645, Garratt Lane, Earlsfield, London, S.W.17.

It was a particularly good and well-preserved car. A rattle could be heard occasionally from somewhere at the back, but apart from this the standard of silence was extremely high. This was further emphasized by the quietness of the engine to which new piston rings had just been fitted. When climbing hills or accelerating hard on top the engine remained almost as silent as when cruising along a level road. With the engine idling the only sound heard inside the car was the faint ticking of one valve tappet. At high revs in the indirect gears the engine was more audible, but was never obtrusively noisy.

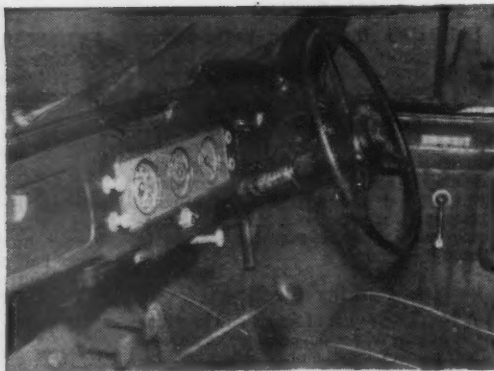
This car is fitted with the Dubonnet system of independent front suspension, in which the wheel is sprung by a short torsion bar, and the spring rate is varied by a strong coil spring. The complete unit is enclosed in an oil bath incorporating an hydraulic damper, and swivels from the king pin. The standard of comfort which this provided was very good; damping at front and rear was efficient, and pitching and bouncing were almost entirely eliminated. Bad potholes produced a loud bang from the front suspension, but not frequently enough to cause annoyance. Over London sets the ride was impressively comfortable.

As a result of the leverage action, the load on the king pins is considerable; but with the front of the car jacked up the "top and bottom" wheel looseness resulting from wear was found to be limited to about a quarter of an inch.

An unusual feature of this suspension is the tendency for the front end to lift under braking, unlike the modern tendency, by which cars dip down heavily on the front springs when braking hard. The brakes were excellent.

The back axle was silent, and the clutch was satisfactory for normal driving except for an occasional tendency to judder; but clutch slip could be provoked and sustained in top gear. There was a fair amount of wear in the gear box, but no excessive noise, and the synchromesh was effective on all of the car's three forward gears.

Tyres are a costly item on a car of this size, but the Vauxhall



*Facia layout is functional and sensible, with instruments which can be read easily. The windscreen wipers were very good, being positively driven*

*External condition of the car was very good; the chromium had lasted well, and the body had just been recellulosed to the original dark blue colour. The single dipping head lights were quite powerful*

*Acceleration from rest through gears:*  
to 30 m.p.h. .. 8.3 sec.  
to 50 m.p.h. .. 21.6 sec.  
10 to 30 m.p.h. (top gear) 11.1 sec.  
20 to 40 m.p.h. (top gear) 11.6 sec.  
30 to 50 m.p.h. (top gear) 13.4 sec.

*Petrol consumption: 23-30 m.p.g.  
Oil consumption: 2,500 m.p.g.  
Speedometer reading: 41,692  
Car first registered: July, 1948*

was particularly good in this respect, having two almost new India tyres on the front, and two new Dunlop remoulds on the back. The spare, however, was well worn. The toolkit was almost complete.

Cornering and stability were perfectly acceptable for the available performance of the car, and there was no lost movement in the steering. In spite of this, the car tended to wander on a straight road; on a windy day this was particularly bad, and gave the impression that the steering was operated by delayed-action remote control. The steering was fairly high-gear, and required only 2½ turns from one extreme to the other.

Internally the car was well preserved. Door trim and facia were in first-class condition. The leather of the seats had cracked slightly, but was still sound, and the seats were quite comfortable. The carpets were good except for one place where the front passenger's foot had worn a hole through to the gear box housing. The cloth roof lining had darkened a little, but was still in good condition. Instruments were efficient: the speedometer was particularly accurate, reading a shade on the pessimistic side. The fuel gauge was reliable, but the electric clock was not working.

A demister (which was not working) and a wing mirror were the only accessories added to the car. Even so, it is interesting to note that the standard equipment included many items which are rarely found on this class of car today. Among these were: trip mileometer, roof nets for maps and papers, adjustable telescopic steering column, separate compartment for spare wheel and tools, and sliding roof. The last served as a useful reminder of the excellence of this feature. Some rusting had taken place, and the roof was difficult to open, but there was no indication that it had ever leaked.

The performance of this Fourteen was very reasonable up to around 50 m.p.h., which could be held as a comfortable cruising speed; thereafter acceleration was slow, and it took some time to reach 60 m.p.h. Fuel consumption was greatly affected by enthusiastic use of the available performance. On a run in which 45 m.p.h. was never exceeded, the car returned just over 30 m.p.g. Under normal use, 26 m.p.g. should be readily obtainable.

This was a particularly well-preserved example of the Fourteen, and should have many miles of comfortable and economical motoring ahead of it.



the man  
who  
kept  
her  
WAITING!

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## INTERNATIONAL GOODWOOD MEETING April 2

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**1st COOPER-CLIMAX\*** ... .. COOPER CAR CO. LTD.

### SPORTS CAR RACE

**1st ASTON MARTIN DB3S** ... GILBEY ENGINEERING CO. LTD.

### EASTER HANDICAP

**1st JAGUAR D\*** ... .. ECURIE ECOSSA

### SPORTS CAR RACE (B)

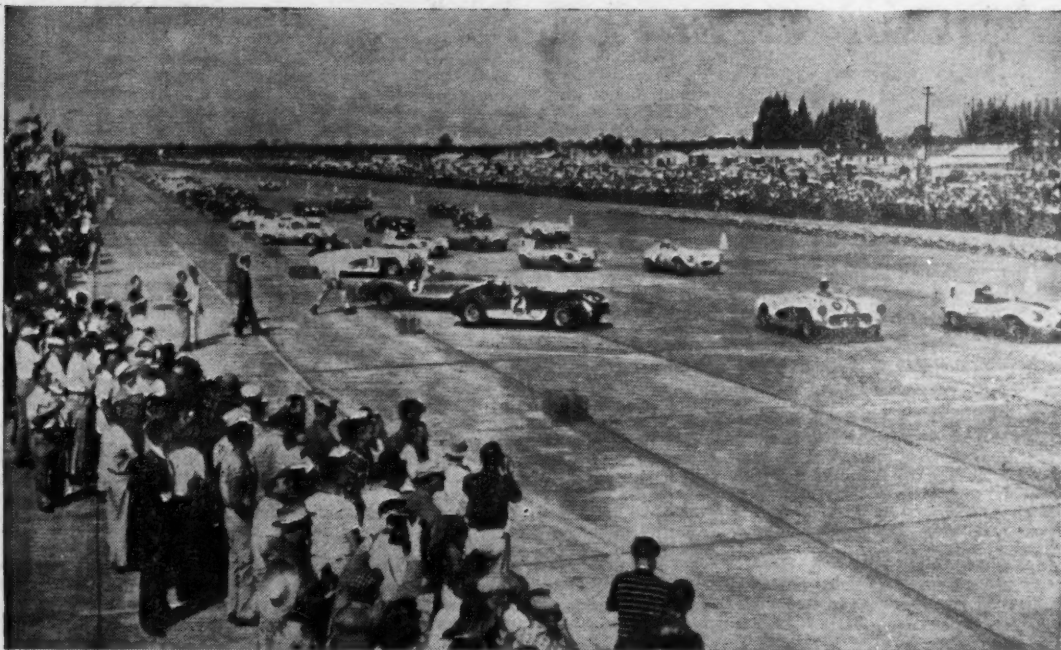
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*(Subject to official confirmation)*

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**Exactly the same fine petrol and motor oil you can buy  
from your local Esso Dealer**





The first few cars get away from the Le Mans-type start, setting out on the 12-hour race which took such a heavy toll

BY JOHN BENTLEY

## TOUGH TWELVE

### A Competitor tells the Story of the Sebring Race

IT was a few minutes to 10 a.m. on Saturday, March 24, as they were pushing the 60 gleaming machines to their appointed places for the Le Mans start. Soon, the battle would be on for the fifth 12-hour race to be run on the strenuous airport course known as Hendryck's Field at Sebring, Florida.

In terms of speed alone, the issue lay clearly between the new 3.4 six-cylinder Monza Ferraris and the 300 b.h.p. fuel injection D-Jaguars; but anything can happen in 12 gruelling hours, and on driving skill and endurance the Maseratis and Aston Martins rated equally high.

Piloting the green Feltham DB3Ss were Moss and Collins in No. 26, Salvadori and Texan Shelby with No. 27; Parnell and Brooks (the victor of Syracuse) sharing No. 28. Maserati had only two cars—the improved 3-litre version manned by Perdisa and Taruffi, Behra and the ill-starred Menditeguy; but it also had Ugolini who, not long ago, turned his back on the prancing steed of Modena.

In the class above, the three bright red, sullen-snouted, Scaglietti-bodied Ferraris dominated the scene on the score of their ear-shattering exhaust bark, if not because Fangio and Castellotti shared No. 17; Musso and Schell No. 18, de Portago and American Kimberly No. 19. Kimberly was a late addition to the team, the

crankshaft and flywheel of his 4.4 Ferrari having parted company in practice.

But true to 1955 Sebring form, the blue and white Cunningham-sponsored D-Jags were the fleetest, quietest cars on the course. Hawthorn (partnered by Titterton) had wheeled No. 8 to such good purpose during the Thursday night spell of practice in the dark that he clocked an unofficial record 3min 29sec for the 5.2-mile course, or 89.56 m.p.h. Hamilton and Bueb in No. 9 could be counted on to provide full support; two Americans—Spear and Johnston—were assigned to No. 10, while Briggs Cunningham himself, assisted by Gordon Benett, had charge of No. 11.

Naturally Maserati's head start in the Buenos Aires 1,000 kilometres, when Moss and Menditeguy grabbed the first eight points for the world's sports car championship, added zest to the Italian battle. Fangio and Castellotti were determined to make it even.

Practice was not, for some, unadulterated joy. In addition to the Kimberly mishap, two 300 SLs, to have been driven by Thompson and Wallace, were withdrawn owing to the dire effects of centrifugal force on the dry sump lubrication system; Manuel Boss flipped the John Weitz Morgan and wrote it off; Len Bastrup did the same with the lone Mark XI 1,500 c.c. Lotus which he was to have

shared with Colin Chapman; and Phil Hill experienced some alarming symptoms in the engine room of the Tilp 3.4 Monza Ferrari.

As for the game Corvettes, it appeared that one of their principal drawbacks was the inadequacy of the stopping mechanism. The Corvette team's primary purpose in running, however, was to gain useful practical experience upon which to base future modifications.

Bob Sweikert, 1955 Indianapolis winner, who co-drove D-Jag No. 14 with Jack Ensley into overall third place, declared that he had to "learn to drive all over again"; Duane Carter was spared a somewhat unnecessary ordeal when policy connected with his appointment as competitions director of the newly formed U.S. Automobile Club prevented him from sharing Flynn's 300SL.

Only one of the three Mercedes to start, this machine could do no better than limp through a frustrating 12 hours at snail's pace; however, it did finish. Vacancies were quickly filled by a Porsche Spyder, a Lotus, a Cooper and an Arnolt-Bristol, among others.

But now they were ready and lined up, from the imposing Class B Corvette to the diminutive, cigar-shaped DBs carrying the blue of France and always a threat on Index of Performance.

As the final seconds to 10 a.m. ticked

## TOUGH TWELVE . . . .

off on the public address system, the drama and tension inseparable from a Le Mans start built up to a climax. Then came the scurrying patter of feet across the concrete of the broad pit straight; the whine of starters and the explosive roar of exhausts as nimble hands conjured the engines into life.

It seemed as if Stirling Moss was first to reach his car, but it was apparently Fitch who first pulled out with Corvette No. 1. No matter—by the 100-yard marker punctuating the fast left curve at the top of the pit straight, Hawthorn was leading the pack in a game of hare and hounds with the Fangio Ferrari which was to last for five hours.

Thus it was that they came around on that sizzling first lap—Hawthorn, the Sweikert D-Jag, the Moss Aston Martin, the McAfee Porsche, Fitch's Corvette, Hamilton's D-Jag, the Aston Martins of Parnell and Salvadori, the Spear D-Jag and Musso's Ferrari.

On lap 2, Moss passed Sweikert to take second place and Phil Hill's white Monza Ferrari moved into fourth. Hamilton was now fifth, closely tailed by Fangio's Ferrari, the Parnell and Salvadori Astons, Hively in a 4.9 Ferrari which he shared with Indianapolis driver Troy Ruttman and Behra with a Maserati.

Among the earliest pit stops were those of the Cuomo-Ryan Arnolt-Bristol, which suffered from fuel starvation, and the Bentley-Hugus Cooper-Climax which the writer was driving when the gear lever jammed in top.

Hawthorn covered his fourth lap in 3min 35sec (87.06 m.p.h.) which, considering the mêlée, was impressive. He had now put 20 sec between himself and Moss, who in turn held off Fangio with an exhibition of brilliant driving.

Of the varying techniques used for tackling the full bore left curve terminating the pit straight, however, Fangio's was the most impressive. The Argentinian

would induce an incipient slide with a quick flick of the wheel before entering the turn, then catapult almost in a straight line past the inside marker barrel, which he missed by no more than the thickness of the Ferrari's paint. It was an enthralling exhibition, repeated with clockwork regularity.

Such was the pace that only an hour and a half after the start, some 15 cars already were out of the running. Early on, Perdiss appeared to take a somewhat dim view of signals urging him to increase pace. He pulled into the pit and handed over to "Silver Fox" Taruffi, who had to be roused out of a sound sleep.

Taruffi proceeded to pile on the knots, but so persistently did he indulge in unscheduled deviations from the prescribed turns that his crew were required to call him into the pit and explain that officials and flag marshals were not in agreement with these topographical revisions.

By the third hour the first four cars were all in their 49th lap, but pit stops had caused a slight reshuffle. Hawthorn held on to the lead with No. 8 D-Jag, taking the "Ss" with consummate speed and smoothness; but Behra and Musso's Maserati had worked up to second place. Fangio was still third; a brief halt had dropped Moss back to fourth spot, with de Portago chasing him in another Ferrari. Hill's Ferrari lay sixth, Musso's Maserati seventh, Spear in the D-Jag eighth; Hamilton and Sweikert in two more Ds occupied the remaining two of the first 10 places.

Between the fourth and fifth hours, Fangio took the lead, displacing the Hawthorn-Titterington D-Jag which had made a routine stop for fuel, tyres and a driver change. Titterington ran deep and far into the turns, using his brakes hard, but the Argentinian ace had built up a 90sec advantage which would be refunded to the D-Jag only when the Ferrari made its pit stop. Musso's Maserati was now

third; Parnell's Aston Martin fourth and de Portago fifth.

Menditeguy—now spelling for Behra—overdid it entering the "Ss" and flipped his Maserati with considerable violence; he was rushed to hospital with a suspected skull fracture and other injuries, but he will race again.

At the halfway mark the battle was still intense, with the first two machines both in their 99th laps. Fangio having halted to give the wheel to Castellotti, No. 8 D-Jag with Titterington up was back in the lead to the tune of 1min 8sec. The Musso-Schell combine's Ferrari still ran third and the Parnell-Brooks outfit fourth. Shelby, giving Salvadori a rest, had moved up from eighth to fifth position; Johnston, replacing Spear in the D-Jag, was sixth, followed by Kimberly in the de Portago Ferrari.

Among the 21 retirements posted at this stage, some pretty diverse troubles were noted. Attaway's Cooper had broken a valve; the Hill-Gregory Ferrari had come to a halt with a hole in the crank-case; two Austin-Healeys were minus their clutches; gear box trouble accounted for the Maseratis of Lloyd and Burns and Hively's Ferrari; the Moss-Collins Aston was out with a seized engine after a fine drive; the Arnolt-Goldich Arnolt-Bristol had bounced off the "Ss" into wild country with a broken steering rod; Rothschild's Morgan was minus its tie-rod; Erickson's Corvette had blown a gasket and three of the many D-Jags were *hors de combat*—Katskee's had caved in the front in contact with a barrel; Brero's car was clutchless and Hamilton's had a fractured brake line.

At this stage, Armagnac and Mercader led on index in their DB-Panhard; Hawthorn and Titterington, with Fangio and Castellotti, tied for second place with an index of 668; the Herrmann-Von Trips Porsche claimed fourth; the McAfee-Lovely Porsche fifth.

At two-thirds distance the picture began to crystallize clearly enough, though not in favour of the D-Jaguars. No. 8's brakes were in such poor shape that No. 17



The winning 3½-litre Ferrari in which Fangio and Castellotti covered 1,008 miles at an average speed of 84,066 m.p.h. after a close race with the Hawthorn-Titterington Jaguar which lasted until the tenth hour, when the Jaguar retired with brake trouble





Happy moment: Fangio and Castellotti, with garlands of orange blossom, acknowledge the roars of the crowds

Ferrari had by then regained the lead over Hawthorn and Titterton and the Fangio-Castellotti team were now a lap ahead. Musso's Ferrari still clung to third and Parnell's DB3S to fourth place. The Sweikert-Ensley D-Jag, meantime, showed promise of greater achievements by coming through in fifth spot, followed by the Spear-Johnston D-Jag. The latter had only a brief spell left to run before a valve gave out, adding to the responsibilities of Hawthorn and Titterton, who already had troubles enough to cope with.

At this time, too, the Kaplan-Boss D-Jag halted for good, minus brake pads; Crawford's Porsche shed its left front wheel; and Macklin's Austin-Healey bade farewell to its exhaust pipe. That made the casualty score 25 down and 35 to go.

#### Eighth Hour Index of Performance

	laps	
1. Fangio-Castellotti (Ferrari)	132	.891
2. Armagnac-Mercader (DB)	93	.890
3. Herrmann-Von Trips (Porsche)	105	.888
4. Hawthorn-Titterton (Jaguar)	131	.884

The Florida sunset, normally a thing of beauty, now began to constitute a danger; it always seemed to be in one's eyes at

the wrong moment, as, for instance, when negotiating the "Ss."

At nine hours the first five places remained unchanged, but by dint of highly commendable driving which relied mainly on the gear box as a retarding medium, Hawthorn had contrived to get back into the same lap with Fangio—both of them at the 147 mark.

Within the next half-hour, which brought on the welcome relief of dusk, Briggs Cunningham was observed pushing his crippled D-Jaguar slowly along the back straight. On index, the DB was back in the lead with the Porsche second and the Ferrari down to third.

As the writer came in to hand over to Hugus for the final spell, the Cooper's right front A-frame collapsed, throwing the wheel at a crazy angle, fortunately while negotiating the slow hairpin into the pit row. Then the battery went dead and the car was compelled not only to relinquish a two-lap class lead, but also to retire from the race. In the production small car class, however, the team of three A-type M.G.s captained by David Ash did well to carry off the team prize.

Hawthorn and Titterton contrived to keep gallant No. 8 D-Jag running up to the end of the tenth hour, when they had again lost a lap to Fangio, but at this point

it was no longer possible to stop the car, and it was withdrawn. Along with it, however, went the de Portago-Kimberly Ferrari, bereft of its gear box.

Within an hour to go the Fangio-Castellotti Ferrari had a comfortable three-lap lead over Musso and Schell in a sister car, while the Sweikert-Ensley D-Jag was running four laps behind, though with only a lap advantage on the Aston Martin of Salvadori and Shelby. Two laps astern came the Perdiss-Taruffi Maserati, followed by the Parnell-Brooks Aston Martin which was not, however, fated to survive.

By covering 1,008.8 miles by 10 p.m. the Ferrari of Fangio and Castellotti broke by over 62 miles last year's record set up by Hawthorn and Walters in a D-Jag. And this year there was neither doubt nor confusion as to the winner. Equally important, the resurfaced road through the tricky "Ss" held up exceedingly well under heavy braking and cornering stress, save for one patch on the inside edge. If some of the European drivers found the course a little tough, it was because they had to work harder than is generally the case on British, German or French closed circuits. And who can quarrel with that?

#### RESULTS (race duration 12 hours, 5.1-mile lap).

Classification on distance covered: 1. Ferrari (Fangio and Castellotti), 194 laps, 84.07 m.p.h.; 2. Ferrari (Musso and Schell), 192; 3. Jaguar D-type (Sweikert and Ensley), 188; 4. Aston Martin 158S (Salvadori and Shelby), 186; 5. Maserati (Behra and Taruffi), 186.

Classification on handicap: 1. Porsche (Herrmann and Von Trips), index 1.347; 2. Porsche (McAfee and Lovely), 1.325; 3. Ferrari (Fangio and Castellotti), 1.310; 4. D.B. (Armagnac and Mercader), 1.302; 5. Ferrari (Musso and Schell), 1.289.

Class winners: 5.001 to 5.000 o.s.: Chevrolet Corvette (Fitch and Hansen). 3.001 to 5.000: 1. Ferrari (Fangio and Castellotti); 2. Ferrari (Musso and Schell); 3. Jaguar D-type (Sweikert and Ensley). 2.001 to 3.000: 1. Aston Martin (Salvadori and Shelby); 2. Maserati (Behra and Taruffi); 3. Austin-Healey (Stiles and Huntton). 1.501 to 2.000: 1. Ferrari (Rubirosa and Pauley); 2. Arnolt-Bristol (Ballinger and Stewart); 3. Arnolt-Bristol (Boynton and Petersen). 1.101 to 1.500: 1. Porsche (Herrmann and Von Trips); 2. Porsche (McAfee and Lovely); 3. Porsche (Marshall and Brundage). 751 to 1.100: 1. Cooper-Climax (Cracraft and Byron); 2. Lotus (Wyllie and Thompson). 501 to 750: D.B. (Armagnac and Mercader).

Production cars: Over 3.500 o.s.: Chevrolet Corvette (Davis and Gatz). 2.501 to 3.500: 1. Jaguar D-type (Sweikert and Ensley); 2. Jaguar D-type (Mons and Gonzalez); 3. Austin-Healey (Stiles and Huntton). 1.501 to 2.500: 1. Arnolt-Bristol (Ballinger and Stewart); 2. Arnolt-Bristol (Boynton and Petersen); 3. A.C. (Dressel and Woodbury). 1.301 to 1.500: 1. Porsche (Herrmann and Von Trips); 2. Porsche (McAfee and Lovely); 3. Porsche (Marshall and Brundage).

## PROMENADE TESTS

THE first competitor in the Bolton-le-Moors C.C. driving test competition at Blackpool started the series of sixteen tests at midday on March 25, and there was some fear of delay owing to town traffic. However, local police and R.A.C. men helped very considerably and the only worry became spectators and dogs on test sites.

The tests were designed to bring out the last ounce of driving skill, and repetition was avoided by the use of natural features of the places where they were staged. In the main, surfaces were good, with the possible exception of one site where cinders and clouds of dust almost obscured the competitors.

The squeal of brakes and protesting tyres soon attracted many onlookers. Lady competitors invariably were applauded and some of the well-known drivers such as Jimmy Ray, who, alas, contacted a wall at the half-way stage and put himself out of the awards list, drew gasps and applause by their handling of their cars.

It took about four hours for the 130 competitors to complete the tests, and even then there was little indication of

who might be the overall winner. However, the results staff soon had the work completed and J. P. Baldam, in a TR2, with a penalty score of 527, headed the provisional results list.

M. L. Livingston and R. Whitely, both in TR2s, were second and third respectively. Only a very few points behind,

R. V. Pilkington rounds a pylon on Blackpool's lower promenade during the Bolton-le-Moors C.C. driving tests



J. W. Waddington, TR2, collected the Modified Car Trophy, in fourth equal place with J. S. Nightingale, Dellow. A. C. Watmough, in a Sunbeam, took 11th position overall and won the index of performance award, B.T.D.A prize for a member, 1st class award and was a member of the winning team.





Sir Rowland Smith



Miss Alice Fenton



Mr. F. R. W. England



Mr. J. Silver

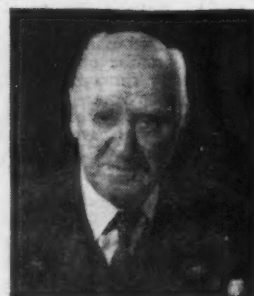
## CHANGES AT THE TOP



Mr. W. E. Orr



Mr. J. H. Buscombe



Mr. J. C. Burton

SPRING was ushered in by a number of changes in the senior ranks of the motor industry. Sir Rowland Smith, whose chairmanship of the Ford company of Dagenham has lasted since 1950, when he reached the top after a meritorious climb from apprenticeship at Humber, Ltd., 52 years ago, announced that he would retire from that post on April 20 while retaining a seat on the board; Sir Rowland is 69. The present managing director, Sir Patrick Hennessy, will succeed to the chairmanship while continuing as managing director.

Four new executive directors have been appointed by the Jaguar company, one of them a woman who has had a distin-

guished career with Jaguars since 1925. She is Miss Alice Fenton, who becomes home sales director, and her appointment will please many who have experienced her brisk efficiency. Mr. F. R. W. England, who is the service and competition manager and who is known throughout the sporting world as "Lofty"—for the obvious reason!—is now service director. He has held his previous position since 1946. Jaguar's works manager, Mr. W. E. Orr, who has managed the Coventry works since 1938, now becomes works director, and a similar promotion in the production sphere is that of Mr. J. Silver, who is now production director.

The retirement is announced of Mr.

John Cecil Burton, chairman and surviving founder-director of John Bull Rubber Co., Ltd. The company had its origin in 1906 when Mr. Burton with his brother, Hubert, formed a two-man factory concern under the title of the Leicester Rubber Co., Ltd. The premises were a tiny warehouse for which the two brothers paid 8s a week in rent and rates.

Finally, the financial and accounting affairs of Shell-Mex and B.P., Ltd., have been placed under the direction of Mr. J. H. Buscombe, formerly general manager, finance and accounts. He succeeds Mr. F. A. Keeling, who retired on March 31, and thus becomes a director of the company.

## Books Received

**Automobile Electrical Equipment.** By A. P. Young, O.B.E., M.I.E.E., M.I.Mech.E., and L. Griffiths, M.I.Mech.E., A.M.I.E.E. Fifth Edition. Published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. Price 25s.

This is the latest revision of a publication which has been a standard work on the electrical equipment of internal combustion engines since 1933. The fundamental principles underlying the design of each piece of equipment are fully explained, the practical application is then described clearly and simply, and ample diagrams and photographs are used to make every point crystal clear. This approach ensures that this book is as valuable to the motoring novice as to the experienced electrician.

This fifth edition has been revised to include up-to-date details of flashing light direction indicators, electrical control of overdrive systems, electrically operated door gear, A.C.-D.C. motor cycle light-

ing systems, dry-charged batteries, steel alkaline batteries and many other recent developments.

**The Book of the Singer.** By W. A. Gibson Martin. Published by Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London, W.C.2. Price 6s.

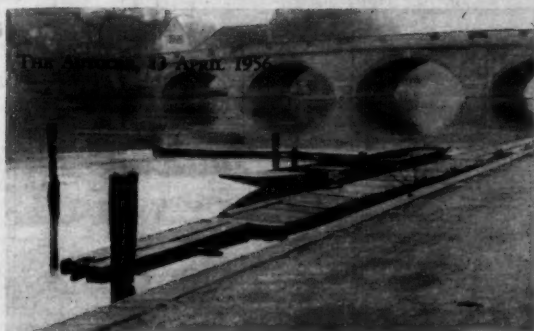
This book is an addition to the excellent series of Pitman servicing books dealing with the products of individual manufacturers. Wherever a car's handbook has been mislaid (and they never survive more than two or three changes of ownership), these books are the best replacement. Often the information contained is more detailed in the Pitman book than in the handbook, which has to waste pages unnecessarily on lengthy explanations of how to open the doors or start the engine.

"The Book of the Singer" is a complete servicing and maintenance guide for the Singer S.M.1500, with further information covering the S.M. Roadster and

maintenance recommendations for the Singer Nine models 4AB and 4A. The tendency to over-simplify and use "baby language" has been successfully avoided, and the standard of printing and illustration is high.

**Simplified Motoring: The Beginner's Complete Guide to Car Driving and the Test.** By Col. H. Atherton, O.B.E., M.I.Mech.E. Published by Edward Arnold (Publishers), Ltd., 41, Maddox Street, London, W.1. Price 10s 6d.

Revised to incorporate the provisions of the new Highway Code, this is the fourth edition of a book which will be of great value to learner-drivers. Col. Atherton, who is president of the Motor Schools Association, uses many simple and graphic similes in a well-planned and devised course of instruction. There is also a large number of seasoned drivers who could profit from a suitably humble study of the book, which is an outstanding example of its kind.



A viewpoint to please any photographer—when the sun is shining yellow on the stone arches of the bridge

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## A NEW CAMERA

At right-angles to the Thames a small street of timbered cottages leads back towards the town centre



**H**AVE you noticed how often it rains when you want to try a camera out? This Saturday had started well enough, with brilliant sunshine to warm up the wintry air. But by 11 o'clock it was dull, by midday raining, and by two o'clock water was falling solidly out of an uncompromising sky. It couldn't possibly stay like this all the afternoon.

We set off along A40—the traffic was thin today—and turned left past Beaconsfield (B440), driving towards Wooburn Green and the river. The way to Bourne End is usually pretty where the stream borders the road, but today the water did not seem attractive. Nor did the Thames, where the only signs of life were a few patient but slightly damp fishermen hiding under black city umbrellas. Still, anything could happen before we got to Henley, where the stretch along the waterfront by the Little White Hart should make a good picture. It is delightful on a summer day with the sun shining on the rounded arches of the old bridge.

Parking space was plentiful before the wooden quay and we pulled up to sympathize with the swans disconsolately paddling upstream against the current. Opposite, the wooded hills dripped, just a suspicion of brown still clinging round the top boughs.

The river divides beyond the bridge to make way for Temple island, and we were delighted to see the willow trees touched with green, for it gave a hint of spring. Below the white Angel hotel is a paved courtyard with a number of park seats—one of them semi-circular—for the convenience of summer visitors to Henley who enjoy looking at the water. Suddenly the noise as of a motor cycle starting broke the silent air and we looked up to see a swan swooping along the surface of the water, beating it with powerful wings. He was speeding towards a be-scarfed woman on the bank, who was holding out bread as though it were just part of the everyday routine. From the hotel, perhaps? Or did she live in one of the timbered houses round the corner—Friday Cottage, Old Timbers, or the pink-washed one next to it? The road was up in front of their wooden doors.

At coffee time in Henley, visit the Old Rope Walk café in the main street. The local eccentrics seem to gather there for a chat under the eye of old, framed maps, and you might even see the tiny dog—a miniature poodle perhaps—who watched us one day with mischievous brown eyes, entertaining with first one woolly antic then another, like an unself-conscious and very dwarf clown. Just down the road there was a strong, acrid smell—as of a horse being shod.

There was nothing for it but to continue the tour, and I

decided that my passenger would like to see Abingdon. Wallingford . . . the pretty cottages of Dorchester . . . A415; a glimpse of a square white tower stark against the older Culham College Buildings, then Abingdon. We tried to see the abbey ruins across the meadow on the way in, and I told my companion to look right at the old houses and mill stream beyond the bridge. Having safely negotiated the one-way streets of the town, the navigator found the Newbury road, which we followed until the turn-off sharp left towards Harwell. Along A4130 there were chances to look at the typical Berkshire country, with glimpses of misty downs, and rows of fruit trees as straight as a line of toy soldiers across the brown fields. Harwell (atomic reactors and all that), Didcot, and back to Wallingford. It started to grow dark, and the new camera sat on the back seat still turned hopefully to number one. I had never seen so many White Hart hotels in my life.

We looked forward to tea at a little country inn between Watlington and Henley, and in the dusk the car arrived there, only to find they were no longer serving non-residents. Consoling ourselves by thinking how pretty the road would be on a fine day, we found Bix curve again and turned for Henley, Marlow and home.

The rain spattered through the head light beams, and as the car swished over the wet surface I wondered how soon could I try that first exposure.

S. C.



The new camera caught this scene from the round seat on another day—when it had stopped raining. It is here that hungry swans show neck, head and beak only above the stone river bank

## Autocar ROAD TESTS

No. 1591

### FORD ZEPHYR SALOON



A single chromium flash, upswept at the rear, breaks the expanse of the Zephyr's sides. Bumpers extend to protect corners

**I**F a new model is particularly interesting, one tends to examine it more critically and in even more detail than a less appealing vehicle. When so much material has been recorded and condensed into a few printed pages it may not always give exactly the impression intended. On this occasion we will reverse the customary order and sum up the Zephyr at the beginning: it is one of the best and most encouraging British cars in large-scale production that we have tested since the war. And there is no reason to qualify that statement.

WHEN, in the latter part of 1950, the Ford Motor Company of Dagenham launched the first six-cylinder model bearing the name of Zephyr, it seemed a big step forward from the famous four-cylinder and V8 side-valve-engined cars which had acquitted themselves so well over the years. The first six-cylinder Zephyrs and Zodiacs continued for almost five and a half years to the same specification, except for a few minor changes.

They have now been succeeded by the entirely new models introduced a few weeks ago, and a Zephyr fitted with Borg-Warner semi-automatic overdrive, which is an optional extra, forms the subject of this Road Test. It required only a few miles in the driving seat to realize that this was a very different car from its predecessor, great improvements in handling and braking being most apparent.

Additional to its longer and lower appearance, the new car is in most respects larger than the previous one. The engine produces another 15 b.h.p. at the same 4,200 r.p.m., the maximum torque has gone up from 112 lb ft to 136 at 2,000 r.p.m. and, of course, the overall dimensions have increased.

Ground clearance has not been noticeably reduced on the new car; but it is in fact  $\frac{1}{2}$  in less. The rear axle ratio on the Zephyr and Zodiac is 3.9 to 1 as compared with the previous 4.44 to 1. This axle ratio is not changed when an overdrive is fitted.

The intention, in adopting a slightly larger engine, was to provide a similar performance to that of the previous model at lower r.p.m. (12 per cent less) with commensurate improvement in economy and wear. The choice now lies with the driver—accent on performance, or on economy. The new Zephyr offers creditable figures in each category at the opposite ends of the scale, with a top speed of 86 m.p.h. and a best fuel consumption figure of over 30 m.p.g.

For overseas countries where high-grade fuel is scarce there is an optional lower compression ratio engine. With 6.9 to 1 as the ratio the output is 80 b.h.p. at 4,200 r.p.m.; the torque 128 lb ft at 2,000 r.p.m.

The familiar Ford control tower of instruments and switches, grouped around the steering column, has given way to a layout

in which the choke and ignition-cum-starter switch are placed to the left of the column, on the lower edge of the fascia, with the screen wiper and light switch balancing them on the right. The movement arc of the pendant clutch and brake pedals is not the most comfortable for some drivers, but the relationship between wheel, seat and pedals is a reasonable compromise and one which, with the available fore and aft seat adjustment, will suit the majority of owners. Important is the fact that with full rearward travel the front bench seat still does not encroach appreciably upon the leg space for the rear passengers.

The control column gear change is a particularly good one, being both smooth and positive in its selection and operation.

To start, the ignition key is turned clockwise to switch on and beyond this position, against a spring-loaded switch, to close the starter circuit. A manual choke is operated by the familiar type of pull control which, sensibly, can be locked in any position by twisting it. On the car tested, full choke was required for only a matter of seconds and thereafter the engine warmed up quickly and evenly with about quarter choke. There is no water thermometer. After a night in the open, in some 10 degrees of frost, there was no hesitation about starting; this augurs well for colder occasions overseas.

It is our belief that, in spite of its increased power output, the new six-cylinder engine is appreciably smoother than that of the earlier Zephyrs. This smoothness extends both to the highest r.p.m. and to idling; there were occasions when it was not possible to know whether the engine was running or not. Only when pulling hard with overdrive top engaged was there any slight feeling of roughness in engine or transmission.

The overdrive as fitted to these new Fords gives them a dual personality. With the unit out of use (the operating toggle, low down on the right of the fascia, is pulled out) the driver has the normal three-speed gear box, which gives him a maximum of nearly 60 m.p.h. in second and a creditable 86 m.p.h. in top gear. Locking in the overdrive, by pushing in the handle, increases the performance, helps fuel consumption and makes a long journey seem more effortless. The unit gives a gear ratio of 30 per cent higher than normal and the cutting-in speed is adjusted so that overdrive engages at speeds above 31 m.p.h.; it will stay in on over-run until 27 m.p.h. The overall gear ratios are well chosen.

The figure of 31 m.p.h. for cut-in of overdrive seems on the low side. There is a tendency to hunt between the two ratios in traffic streams and restricted areas. It was felt that 35 m.p.h. might be a better setting and one which would avoid the slight harshness sometimes felt between 30 to 35 m.p.h.

A free-wheel is incorporated, and this operates only when the overdrive is locked in and then only when the speed falls below about 30 m.p.h. It is not possible to free wheel to rest. As engine



braking would not be available, the manufacturer does not advise the use of the overdrive in very hilly country. Fixed drive should not be engaged above 30 m.p.h.

If, when in overdrive, the corresponding normal gear is desired for increased acceleration, all that is necessary is to press hard on the accelerator to operate the kick-down switch. For example, overdrive second (with its impressive maximum speed of 80 m.p.h.) was found most useful when driving along winding roads, and if at speeds below 30 m.p.h. kick-down was used, normal second would be engaged and the Zephyr belied its gentle name and accelerated in a most lively fashion. The same applied to top gear when climbing main road gradients.

A criticism of kick-down operation is that it is possible, inadvertently, to engage normal second from overdrive at road speeds above the safe engine speed of that ratio. This occurs occasionally and unexpectedly when accelerating hard, and there

*Underbonnet layout. Accessibility to dipstick, oil filler and battery is good. The scuttle unit is the heater*

is a risk of serious damage to the engine through over-revving. An over-speed safety switch would make sure that this did not occur.

The average driver might handle the new Zephyr with overdrive for weeks without discovering its full potentialities. For example, it approximates to a clutchless car for much of its traffic driving. Below 30 m.p.h., the free-wheel permits gear changes between top and second (and at low speeds into bottom) without use of the clutch, and the overdrive on the middle gear can provide another automatic ratio according to the speed and the use of the accelerator. Without free-wheel, low gear engages unusually easily for a non-synchromesh drive. Just over 30 m.p.h. is available in normal bottom and thus overdrive can come in on this gear as well, to give an overdrive bottom gear speed of nearly 50 m.p.h.

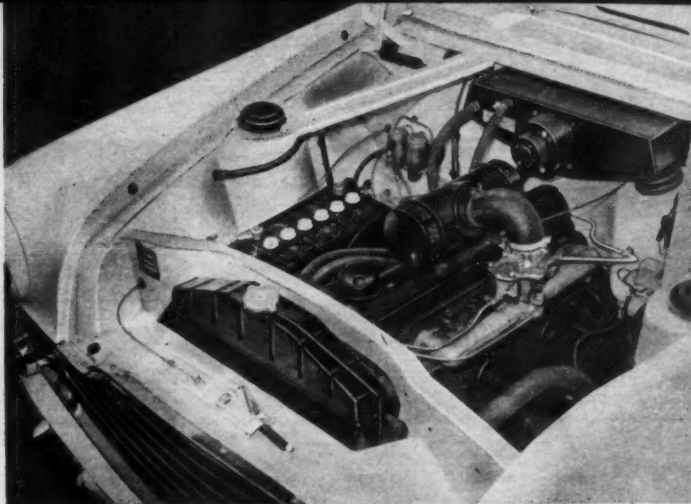
It should be mentioned that the necessity to use kick-down to full throttle—pedal flat on the floor—to engage the direct gear does result in a higher fuel consumption than would be the case with a manual overdrive selector switch.

With free-wheel operating there can be distinct snatch as the drive picks up again. This is most noticeable in second gear when rolling away from a road junction or corner which has been taken slowly. It is, in fact, almost impossible to operate the accelerator sensitively enough to avoid snatch; thus it was sometimes pleasanter to ease the power take-up with the aid of the clutch.

First impressions of the engine on the road were most favourable, the quick response to throttle opening being most noticeable. The spirited fashion in which the car tackles main road gradients and overtakes slower moving vehicles is most exhilarating for the driver.

Performance figures for the new car reveal an all-round improvement with standard gears, and additional improvement and flexibility of performance with overdrive in use.

The acceleration figures without overdrive are likely to be of wider interest because all Zephyr owners will not specify the optional fitting. Those quoted with overdrive in use need some explanation or they may prove misleading. For example,



the acceleration from 30 to 45 m.p.h. in overdrive bottom is very rapid but time is lost in a standing start acceleration because the pause, power off, while overdrive comes in is greater than that needed for a manual change from normal bottom to normal second. Few owners would make a practice of exceeding 30 m.p.h. in bottom, and would thus not use overdrive bottom. To this extent these particular figures are academic.

That important speed range 30-50 m.p.h., which is so often used when overtaking, is a good example of the improved standard performance. Whereas before a Zodiac required 9.6 sec to accelerate in top gear, the figure without overdrive is now 8.8 sec and in second gear you now have 6.2 sec as compared with 7.9 sec. From 50 to 70 m.p.h. shows a great improvement with 12.6 sec as against 15.2 sec in the earlier model. The tractive effort figures for top and second gears are also considerably better.

The improvement shows up all the way through the performance figures. From rest to 60 m.p.h. (17.9 sec) this Zephyr takes 2.5 sec less than its predecessor and 4.3 sec less from rest to 70 m.p.h. (25.4 sec). Using overdrive first and second gears, these figures can be improved by 2 sec each in spite of the delay for automatic change. The 0-80 m.p.h. figure, with overdrive, is 32.8 sec, or 3 sec faster.

With increased performance, the designers have rightly provided an increase in the brake lining area. That of the front shoes has gone up from 60.5 sq in to 86.48 sq in. The rear shoes remain the same at 60.5 sq in and the result is extremely satisfactory. The brakes are of Girling hydraulic type. Adequate for all situations met on British roads, they could not be faulted by heavy use and extreme pedal pressures. There was no unevenness or overheating, and only slight fade after exceptionally heavy use during track testing. There are two-leading shoes at the front, and leading and trailing ones at the rear. The hand-brake lever is placed close to the left side of the steering column.

One of the greatest impressions this new Ford made on drivers (who had recently handled the earlier model) was by its roadability. Longer, wider, lower and with the weight better

*A deep rear window, well wrapped round, looks out over the large flat locker lid*

distributed—all these changes are reflected in the cornering and road-holding. The car itself feels robust and brings increasing confidence to a driver as he gets used to it. The rear end is no longer skittish nor does it attempt to break away on an over-fast corner. In the wet and with increased power, there is naturally more likelihood of the tail coming round, but not, we are satisfied, more than with any similar car.

This model has been designed to understeer very slightly; we detected no characteristics other than neutral ones during all the road miles on test. When cornering fast or sharply, the car resists roll, and the front passenger alides evenly across the shiny seat leather without his weight being lifted. A centre arm-rest in front as well as at the back would be desirable.

The self-centring action of the steering is fairly strong, but when parking and manoeuvring the steering is quite light enough for a woman to handle comfortably. There is a good lock, and only three revolutions of the wheel are needed to turn from one extreme to the other.

Fuel consumption measurement proved to be very interesting and the extremes for ordinary driving over a long distance were widely separated. Hard driving returned a figure of about 18 m.p.g.; leisurely progress with economy specially in mind produced a figure of 32 m.p.g.

Trying out a new fuel measuring device, it was found





Trim and finish in the luggage locker are remarkably good and the petrol filler cap is concealed behind the sprung number plate

## FORD ZEPHYR...

that consumptions for a mile on the road varied very widely indeed if a slight gradient or a headwind was encountered, but less than might be imagined with a change of speed.

At 50 m.p.h., over one level mile (no wind and one passenger) in overdrive top, a representative figure was 26 m.p.g. The same, on normal top, gave 24.7 m.p.g. At a steady 30 m.p.h. in overdrive top on the same stretch of one mile, consumption was 35 m.p.g. Figures of 22.25 m.p.g. and 18.9 m.p.g. were returned for 70 m.p.h. in overdrive and normal top, respectively. In ordinary second, at 50 m.p.h., the figure was 17.9 m.p.g.

These figures are quoted only for their interest value, and the broad indications they give. They refer to speedometer speeds and differ considerably from measurements taken under different road and load conditions. Consistency was found, as would be expected, in the advantage of overdrive cruising. Consumption was invariably two or three m.p.g. better.

The car was driven over a great variety of road surfaces, and in the main it treated its passengers very well. On the second-class roads with surface deterioration, such as one often meets

when touring in France and Spain, the rear passengers might find the ride a little lively. Rough roads, as opposed to those with potholes and bumps, are taken very well by the car, but the seat springing gives the minimum of help. It was our impression that the movement of the passenger was often greater than that of the sprung portion of the car.

That the car is good-looking, inside and out, there is no doubt. Few saloons have a lighter, roomier interior. The slightly domed roof gives a lot of headroom and, together with the bright roof lining and light window surrounds, gives an immensely spacious appearance. The screen is deeper than average without detracting from exterior appearance, and this, too, helps both view and interior brightness. Then its pillars are a little thinner than on earlier models, and it has a more pronounced wrap-round than on any other British production car.

All four wing tips can be seen by the driver, and both driving in traffic and parking are thereby simplified. The large, well-placed driving mirror, which has a tinted glass, also plays its part in the control of the car.

The Zephyr is comfortable to drive, either in a lazy manner—it will trickle along in top gear at just over 10 m.p.h.—or when one is in a hurry. There is very little wind noise, and the minimum of road noise reaches the interior. Conversely, a call from inside the car can seldom be heard outside.

At night, the head lamps give a good driving beam and the dipped position obtained with the aid of a foot-operated switch reaches well in front of the car, but not so as to annoy oncoming traffic. The speedometer can be seen clearly below the rim of the steering wheel, although the mileometer figures are not easily read at night and there is no trip recorder.

Other instruments are confined to a fuel contents indicator, an ammeter and tell-tale lights for ignition and head lamp beam position. Trafficators are operated by a neat lever on the right of the column. There is no petrol reserve tap or warning light and no reversing lamp. A deep shelf is provided beneath the fascia and a small cubby-hole with lockable lid occupies part of the left side of the panel.

The seats are trimmed in two-colour, soft leathercloth and the back rests are at a comfortable angle. The front seat has a central adjustment for fore and aft position—and a gap between squab and cushion through which small articles, placed on the seat, fall on to the rear floor. There is plenty of height in the body and the plastic linings should be easy to keep clean. The floor is covered in carpet, which helps to give a cosy feeling to the occupants.

An interior light mounted on the left side door pillar comes on when the doors are opened. It also has an over-riding



In ivory and red—strawberries and cream—the interior of the Zephyr was very attractive. Doors can be locked from either side. Note the front parcel shelf and centrally mounted radio





switch. A small lens in the shade concentrates light on the ignition switch.

A special heating and demisting unit has been developed for the new Fords and it works very well. It has the almost unique virtue of pouring hot air into the rear compartment as well as keeping the occupants of the front seats comfortable. A booster fan is fitted for use when travelling slowly. The heater is a 3½ kw unit and is an optional extra. Interior ventilation is assisted by opening quarter lights in the front doors and the doors and windows are well sealed against draughts, and apparently against dust also.

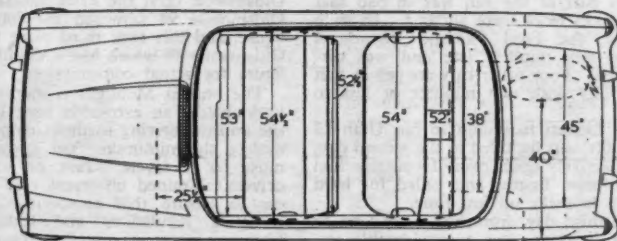
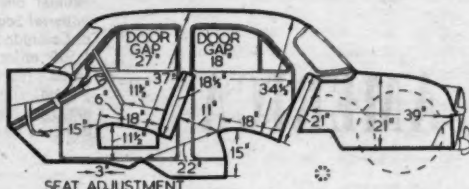
Screen wipers, operated from an engine-driven vacuum pump, are fitted. They cover a wide area of the screen.

There is a commendably large luggage boot, the lid of which is spring balanced. Some useful space is occupied by the spare wheel and its tubeless tyre, the tool-roll (for which there is no special stowage), and the radio speaker which protrudes down from the parcels shelf behind the rear seat and not only occupies space but is also very vulnerable. The petrol filler is concealed behind the spring-hinged number plate; its pipe does not interfere with luggage space.

The engine is accessible and the dip-stick and oil filler are both placed well forward in the engine. The battery is also well placed for inspection and topping up. There are fourteen grease gun points which should receive attention every 1,000 miles.

## FORD ZEPHYR WITH OVERDRIVE

WHEELBASE	8' 11"
FRONT TRACK	4' 5"
REAR TRACK	4' 4"
OVERALL LENGTH	14' 10½"
OVERALL WIDTH	5' 7"
OVERALL HEIGHT	4' 11½"



Measurements in these ½ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

### PERFORMANCE

#### ACCELERATION: from constant speeds.

Speed Range, Gear Ratios and Time in sec.					
M.P.H.	*2.83 to 1	3.90 to 1	*4.49 to 1	6.40 to 1	*7.76 to 1 11.08 to 1
10-30 .. .. .	—	8.1	—	4.6	3.5
20-40 .. .. .	—	8.0	—	5.1	—
30-50 .. .. .	12.5	8.8	7.5	6.2	—
40-60 .. .. .	14.2	10.0	8.1	—	—
50-70 .. .. .	16.8	12.6	9.3	—	—
60-80 .. .. .	—	17.4	15.4	—	—

\*Overdrive.

#### From rest through normal gears to:

M.P.H.	sec.
30 .. .. .	4.9
50 .. .. .	12.3
60 .. .. .	17.9
70 .. .. .	25.4
80 .. .. .	35.8

(See text for overdrive performance.)

Standing quarter mile, 20.5 sec.

#### SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
O.D. Top (mean)	84.5	136
Top (best)	85	136.7
O.D. 2nd (mean)	84	135.2
2nd (best)	86	138.4
O.D. 1st .. .. .	75-80	120-128
1st .. .. .	46-58	74-93
O.D. 1st .. .. .	42-46	67.6-74
1st .. .. .	30-35	48-56

TRACTION RESISTANCE: 48 lb per ton at 10 M.P.H.

#### TRACTION EFFORT:

Pull (lb per ton)	Equivalent Gradient
Top 261	1 in 8.6
Second 408	1 in 5.4

#### BRAKES:

Efficiency	Pedal Pressure (lb)
67 per cent	25
79 per cent	50
83 per cent	75

#### FUEL CONSUMPTION:

24.1 m.p.g. overall for 230 miles (11.70 litres per 100 km.).  
Approximate normal range 18-32 m.p.g. (15.7-8.83 litres per 100 km.).  
Fuel, first grade.

WEATHER: Overcast, no wind, dry surface.  
Air temperature 45 deg F.  
Acceleration figures are the means of several runs in opposite directions.  
Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of March 2, 1956.

#### SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	85	90	92
True speed:	7	17.5	27	37	46	56	66	76	80	84	86

### DATA

PRICE (basic), with saloon body, £580.

British purchase tax, £292.

Total (in Great Britain), £872.

Extras: Radio £30 approx.

Heater £14.

Overdrive £63 15s.

ENGINE: Capacity: 2,553 c.c. (155.8 cu in.).

Number of cylinders: 6.

Bore and stroke: 82.55 x 79.5 mm (3.25 x 3.125 in.).

Valve gear: overhead, push rods and rockers.

Compression ratio: 7.8 to 1.

B.H.P.: 86 (gross) at 4,200 r.p.m. (B.H.P. per ton laden 63.2).

Torque: 136 lb ft at 2,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 18.37.

M.P.H. per 1,000 r.p.m. on overdrive 25.31.

WEIGHT (with 5 gals fuel), 24½ cwt (2,709 lb).

Weight distribution (per cent): F, 56.1; R, 43.9.

Laden as tested: 27½ cwt (3,045 lb).

Lb per c.c. (laden): 1.193.

BRAKES: Type: F, two leading shoe;

R, leading and trailing.

Method of operation: F, hydraulic; R, hydraulic.

Drum dimensions: F, 9 in diameter; 2.5 in wide.

R, 9 in diameter; 1.75 in wide.

Lining area: F, 86.48 sq in. R, 60.52 sq in

(147 sq in per ton laden).

TYRES: 6.40-13 in.

Pressures (lb per sq in): F, 24; R, 24 (normal).

TANK CAPACITY: 11 Imperial gallons.

Oil sump, 7 pints.

Cooling system, 22½ pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 36 ft. (L and R).

Steering wheel turns (lock to lock): 3.

DIMENSIONS: Wheelbase: 8 ft 11 in.

Track: F, 4 ft 5 in; R, 4 ft 4 in.

Length (overall): 14 ft 10½ in.

Height: 5 ft 1½ in.

Width: 5 ft 8½ in.

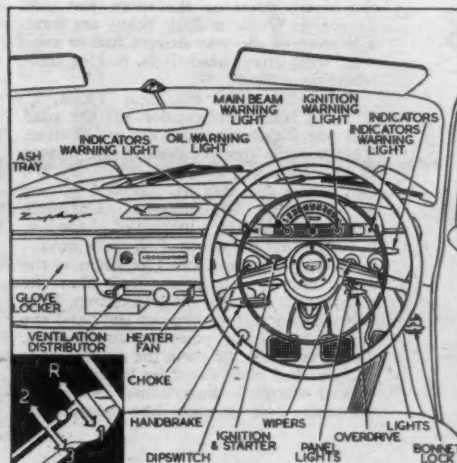
Ground clearance: 6½ in.

Frontal area: 22 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 57 ampere-hour battery.

Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent coil springs and links. Rear, half-elliptic leaf springs. Anti-roll bar position front.





# FINISH

## MOBILGAS ECONOMY RUN

THE AUTOCAR, 13 APRIL 1956

### 1956 Mobilgas Economy Run Won By Imperial Southampton

Winner and new champion, M. Alsbury's Imperial Southampton crosses the finish line at Colorado Springs; he has travelled nearly 1,500 miles in four days, at an average speed (excluding compulsory stops) of around 41 m.p.h. In spite of the high average speeds and bad conditions, he achieved an overall fuel consumption of just over 25 m.p.g.

## ECONOMY IN AMERICA

EVERY year cars get bigger, heavier and more powerful in America, and it seems extraordinary that the public which is attracted by these monsters should also take interest in fuel consumption. That they do is confirmed by the increased attention paid to the annual Mobilgas economy run.

At ten days' notice, the route of this year's event was announced, and as expected the distance was longer than ever before. To cope with the greater mileage—1,468.8 miles—the trial was extended to last for four days.

The gross weight of the car multiplied by fuel consumption in miles per U.S. gallon provides the ton miles per gallon figure, and on this were based all the results. Apart from the outright classification, the 21 entries were grouped into classes based on the original purchase price of the cars.

At one minute past midnight on March 19 the first competitor was flagged away from the start at Los Angeles with the tank full of carefully measured petrol. Conditions were far from satisfactory for conserving fuel. The first day's run took the cars along the Freeway to San Bernardino and then on 240 miles to Stovepipe Wells for the first refuelling stop, then along Death Valley and Furnace Creek to Las Vegas. With 440 miles behind them, the cars were here imposed for the first overnight halt.

On this first day's run the road climbed six times to over 3,000ft and yet included the lowest point on the route, just past Stovepipe Wells, at 203ft below sea level. For most of the way drivers had to contend with strong headwinds, making free-wheeling difficult.

Some 200 miles out, near Trona, L. Viland's Nash Ambassador left the road and was withdrawn from the competition. This was the first accident in the history of the Mobilgas economy run. By the end of the first day M. Alsbury, driving an Imperial Southampton (Chrysler), stood in the lead by a margin of 12 t.m.p.g.

Next came the worst of the four days—a 450-mile journey from Las Vegas to the night stop at Salt Lake City. Now the competitors found a marked change from the warmth of the previous day, and the first snow of the run was encountered. For days before the event the mountainous sections had been swept by blizzards, and special warnings were issued calling for particular care through deer country and

20 miles out of Las Vegas, where a "cattle drive" might block the road.

This part of the run was so bad that 20 minutes extra were allowed. In spite of this, the Ford Fairlane Victoria 6 arrived two minutes late and was disqualified. Four other cars arrived at Salt Lake City with two minutes or less to spare.

The highest mountain so far, Utah 13 at 7,330ft, was included in the second day, and effectively upset many favourable fuel consumption figures and called for hard driving to make up lost time.

The third day, from Salt Lake City to Grand Junction, was a considerable improvement on what had gone before, with a total distance for the section of 300 miles. But snow lay piled four feet deep on both sides of the road, and the deer hazard became a reality. Here the going was fairly level at around the 4,000ft mark, but the section included one climb of 3,000ft to Soldier Summit at 7,463ft.

Then to the last day of the trial—only 300 miles again, but climbing in stages to extremely high altitudes. The refuelling stop was held at the highest point on the route—Monarch Pass Lodge, 11,312ft above sea level. Then came the long downhill run to Colorado Springs (6,000ft), and the finish.

Alsbury (Imperial Southampton) had maintained his initial lead throughout the event, and won the Sweepstake with the extremely creditable figures of 25.25 m.p.g. and 73.66 t.m.p.g. Second was a

Pontiac Chieftain, driven by F. Venable, at 62.08 t.m.p.g. Third and fourth were Oldsmobile cars; the extra weight of the Oldsmobile 98 favoured the ton m.p.g. figure, and this took third place from an Oldsmobile 88 which had a slightly better figure for actual consumption.

The annual Mobilgas economy run is undoubtedly an extremely hard test, and the unusual driving methods employed to extract the minimum fuel consumption must be a severe strain on cars and drivers. Trained observers ride in each car to ensure that competitors comply with all regulations and traffic laws. Competing cars are tuned to the ordinary new car standard, and no modifications or economy devices are permitted.

The lowest actual consumption figure achieved was 29.22 m.p.g. by a Rambler de luxe 6; highest actual consumption was recorded by a Buick Roadmaster at 20.90 m.p.g.

The 19 cars which completed the run returned a combined average fuel consumption of 23.94 m.p.g. at an average speed, excluding compulsory stops, of 40.99 m.p.h. The average of all ton m.p.g. figures was 58.38 t.m.p.g.

Winners in the previous three years were: 1953, Ford Mainline, 32.52 m.p.g.; 1954, Studebaker Landcruiser, 33.85 m.p.g.; 1955, Studebaker Commander, 32.95 m.p.g.

[All fuel consumption figures have been converted to miles per Imperial gallon.]

Just past the highest point on the last day of the test. The car in the foreground is D. Rice's Ford Fairlane Victoria 8



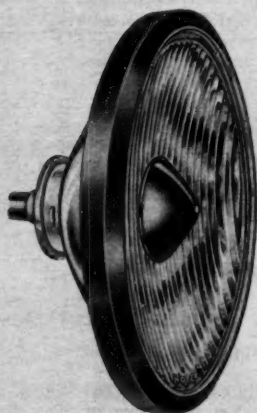
# ACCESSORIES

## Replacement Head Lamp

AN addition to the Notek range of lamps, made by the Notek Electric Co., Ltd., 23, London Road, Bromley, Kent, is the Hilite. This is for substitution in place of the standard head lamps fitted to most British cars. It has a much wider beam than many other head lamps, and a sharper cut-off at the top. The very marked cut-off is not desirable when undulating country is being negotiated but, on the whole, the extra spread makes up for this deficiency. The beams overlap a little, so that there is a good concentration of light directly ahead.

In the dipped position the Hilite is excellent, the cut-off making it possible to set the lamps accurately to give maximum range without worrying oncoming traffic. The lamp lenses have concave surfaces, with a characteristic blue pyramid in the centre. Fitting is straightforward.

Hilites cost £1 18s each, complete with bulb.



Notek's Hilite, a replacement head lamp which has a fluted lens and good spread

## Slim Inspection Lamp

USING mains electricity, the new Step inspection lamp has a fluorescent bulb, for which a life of 2,000 hours is claimed. The lamp is 1ft long, and is extremely slim—1½in diameter. The tube is plastic, the handle and ends rubber, and this, with the fact that a fluorescent tube has no delicate filament, should make the lamp very knock-resistant. It is also resistant to water, petrol and oil, and flash-proof. One side of the tube is opaque, to stop glare.

The price is £3 3s, including a spring clamp at the handle end, and the makers are Sir Thomas Edleston and Partners, Ltd., 28-30, Sussex Place, London, W.2.

## Lighted Cigarettes

THERE is a new edition of the Tudor Autoliter, a cigarette box which presents a lighted cigarette to the driver without his being distracted from his main job—driving. It is based on an ivory and black box of strong, smooth plastic, in the lid of which is an ashtray having a chromium-plated grid. It works like this:

Raising a trough in front causes a cigarette to roll out from the box. The trough is tilted to the vertical, and an end of the cigarette is thus brought against a hot electric element, switched on automatically by the new position of the trough. The cigarette is removed and the trough returned to normal. (It must not be left upright, or the element will remain heated.) The operation is easily done with one hand, without looking down, even when one is unused to the device.

The Autoliter costs £4 4s. The makers are Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middlesex. It is a luxury, perhaps, but is well-made of modern strong plastics, as compared with the flimsy ones of past years.

## Ford Battery

SOME time ago, Ford Consuls and Zephyrs were fitted with a standard battery giving the full 45 amp-hour capacity in a smaller container. Within the same measurements of 12in by 6½in and 7½in tall, Oldham have produced a heavy-duty replacement battery, with a two-year guarantee. It has a hard rubber container and flush connectors, which reduce height and make cleaning easy. The price of this 6NESM4-ILMR model is £10 0s 7d dry, and the makers are Oldham and Son, Ltd., Denton, Manchester.

The reviewer has in use a heavy-duty Oldham battery. It is long out of its two-year guarantee period and shows no noticeable decline from its original performance.

## Coloured Side Walls

A DUTCH firm, International Trading Company Explora, Ltd., Postbox 60, Bussum, Holland, has introduced coloured side walls for black tyres, as an accessory. They are made for 15 and 16in wheels, and are white, pink, yellow, red, green or blue. Available for export, they are not imported at present by any British firm.

The added side wall is trapped between the wheel rim flange and the tyre bead, and so is secure. The makers claim that the rest of the side wall lies snugly on the tyre, and that it does not trap dirt.

The device is called Port-a-Wall, and is American in origin and design.

## Tyre Cosmetics

THREE preparations for treating tyres are introduced by Douglas Holt (Est. 1919), Ltd. They are a white and a black preparation for side walls; and a white wall cleaner.

Tirewall White is a liquefied colloidal rubber which bonds well, and should never crack or chip. It remains rubbery. All light rubber side walls soil easily, but this is readily removed by the cleaner, which is harmless. Tirewall Black is a similar dressing for tyres, and also for rubber mats or running boards which have become grey and dull.

The maker's address is 5-6, Eagle Street, London, W.C.1. Prices of the preparation are 5s for Tirewall White, and 2s 6d for either Tirewall Black or Whitewall Tire Cleaner.

An inspection lamp which uses a fluorescent tube, and is therefore very slim. The handle and nose cap are rubber, and a plastic cylinder holds the lighting tube



A Port-a-Wall fitted to a black tyre



Oldham's heavy-duty battery for Consuls and Zephyrs. The cell connectors are sunk into the top

The Tudor Autoliter. A cigarette has rolled into the tray, which has been tilted to drop the end on to an electric lighter element







## How Deep is the Winter?

### POSSIBILITIES AND PROBABILITIES OF MOUNTAIN MOTORING OUT OF SEASON

Mountain snow on a main road in mid-winter; the ploughs have cleared it back from the fairway, traffic has packed it down and it is now a slippery surface on which a delicate technique is necessary at speed

**T**HE depth of winter . . . It is an odd phrase, when you come to think of it, and must surely be allied to the snow that is inseparable in people's minds from the hibernatory season. How far is it inseparable from the mountain roads of Europe? Can an English motorist plan a touring holiday in the Alps in winter with a reasonable certainty of not wasting his money? Is the

driving risky? Ought one's car to be equipped like a Monte Carlo Rally competitor's?

These are the questions of the properly cautious adventurer and they are not easy to answer. Yet some sort of answer is possible from the cumulative experience of winter mountain motoring that a journal such as this possesses, aided by the admirable map and guide services to France and Switzerland. First let us deal with what the weather forecasters call the "general inference" over the main mountain areas.

Continental Europe's climate is typical of big land masses—hot in summer, cold in winter, owing to the rapidity with which a solid like earth loses its heat by comparison with water. The nearer the centre of the land mass the colder the winter is likely to be; hence the iciness of Moscow which is actually a little farther south than Edinburgh. Yet latitude also has an effect, because the farther south the larger the angle of the winter sun and the greater the likelihood of its presence. Therefore, day warmth will be greater and overall temperature a little higher. Still another influence is altitude; the higher the colder, and a thousand feet can make a lot of difference.

Suppose we relate these characteristics to the mountain masses of France and Switzerland? The Alps are high and southerly: heavy snow near the tops, valleys alternately clear and snowbound. The Vosges are farther north, lower and protected from the easterlies by the mountains of Bavaria: bleaker overall, less snow, but rain from the westerlies. The Juras are a little better, with some of the Alpine sun; the Massif Central is fairly high, Alpine in parts, but subject to westerlies, which frequently mean snow on high ground; therefore they are likely to be troublesome.

### SWISS PASSES

Pass and Locality	Altitude (feet)	Period closed	Description
Albula ... ..	7,600	Nov.-May	g—b
Bernina ... ..	7,700	Nov.-May	g—b
Brunig ... ..	3,330	—	v.g.—b
Fluela ... ..	7,900	Nov.-April	g—b
Forclaz ... ..	5,000	Nov.-April	v.g.—d
Furka ... ..	8,000	Nov.-May	g—b
Grimmel ... ..	7,100	Nov.-May	g—b
Gt. St. Bernhard ... ..	8,130	Nov.-April	m—b
Jaur ... ..	4,900	Nov.-April	g—b
Julier ... ..	7,500	—	v.g.—b
Klausen ... ..	6,400	Nov.-May	v.g.—b
Lukmanier ... ..	6,320	Nov.-May	g—b
Maloja ... ..	6,000	—	v.g.—b
Morgins ... ..	4,530	Nov.-April	m—b
Mosles ... ..	4,750	—	g—b
Oberalp ... ..	6,700	Nov.-May	g—b
Olen ... ..	7,100	—	g—b
Pillon ... ..	5,100	Nov.-April	g—b
St. Bernhard ... ..	6,800	Nov.-May	g—b
St. Gothard ... ..	7,000	Nov.-May	g—b
Simplon ... ..	6,600	Nov.-May	v.g.—b
Spilgen ... ..	7,000	Nov.-May	g—b
Susten ... ..	7,300	Nov.-May	v.g.—b
Umbrail ... ..	8,200	Nov.-May	g—b

Abbreviations:  
CONDITION—Very good—v.g.; good—g; medium—m; bad—b.  
TO NEGOTIATE—Easy—e; awkward—a; difficult—d.

Table from George Philip & Son, *Motoring Guide to Switzerland*



The Pyrenees, high and wild, are well to the south and well to the west, and will therefore get snow as a result of height, and rain from the Atlantic. But also some sun from the southerly position, though with more cloud than the Alps.

I suppose the Alps will have it every time, especially as their scenery is so magnificent. However, what can be said of Alpine winter motoring can be related to the other mountain regions, except that there is less likelihood elsewhere of those brilliant, crystal-clear days of warm sunshine striking a painful purity of whiteness from the sculptured snow on all sides. Days when you must—*repeat must with great emphasis*—have sunglasses or do your eyes harm. In the Alps, sunglasses are perhaps more important in winter than in summer.

### Consistent Risks

The driving, curiously enough, is often less tricky than it is in England; at least, to the driver who knows what to expect in the way of road contour on a mountain pass. If he finds heights dizzy and hairpins nerve-racking he is best out of the mountains, winter or summer, but if he is familiar with them he will find icing and snow conditions less intimidating than over here. The reason is their consistency. Only in the autumn and spring is one likely to run across the really treacherous patch of unexpected ice. In the winter the cold clamps down for days at a time and the ice remains a carpet all over the road, or frozen and packed snow similarly. In those conditions a hundred miles or so are sufficient for the technique of four-wheeled skating to be learned and thereafter pure enjoyment is to be extracted from it.

If conditions are patchy the patchiness is likely to be consistent. There will be ice all down the northern side of the pass where the sun does not reach; the south will be free. Or if a dry easterly is raging, with low temperatures and a clear sky, you will know that ice will be encountered at every hairpin, where the water from the mountainside has soaked out and flowed over the road just after the bend.

At such permanent skating rinks the French erect their



"Corners over 11 kilometres"—the scene is the Massif Central in winter. If there is danger, it is likely to be on the corners

No explanation necessary. This is a sign which British motorists have long urged the authorities to adopt



### FRENCH PASSES

Pass and Locality	Altitude (feet)	Period Closed	Local Information Point
<b>ALPES</b>			
ALLOS—Barcelonnette to Nice or Cannes ...	7,425	Nov.—May	Barcelonnette
ARAVIS—Annecy to Chamonix ...	4,953.4	Nov.—April	Thonon
BAYARD—Grenoble to Gap ...	4,111.8	Very limd. (1)	Gap
CABRE—Dié to Gap or Sisteron ...	3,894	Limited (2)	Dié
CAYOLLE—Barcelonnette to Nice or Cannes ...	7,675.8	Nov.—June	Barcelonnette
CROIX HAUTE—Grenoble to Sisteron ...	3,890.7	Very limd. (1)	Grenoble
FORCLAZ—Chamonix to Martigny ...	5,025.9	Nov.—May	Chamonix, Tourists' Office
GALIBIER—St. Michel-de-M. Briançon ...	8,434.8	Oct.—June	Lautaret
GETS—Thonon to Chamonix	3,837.9	Very limd. (1)	Thonon and Taninges
ISERAN—Val-d'Ai to Lanslebourg ...	9,137.7	Oct.—June	Lanslebourg
IZOARD—Briançon to Barcelonnette ...	7,788	Oct.—June	Briançon
LAUTARET—Grenoble to Briançon ...	6,791.4	Jan.—March	Lautaret
MONT CENIS—Lanslebourg to Sest, Rapid bus transport and trains from Modane to Bardonecchia (frequent service) ...	6,873.9	Nov.—April	Lanslebourg
MONTETS—Chamonix to Martigny ...	4,821.3	Nov.—May	Chamonix Tourist Office
PETIT ST. BERNARD—Bourg-St.-Maurice to Aoste ...	7,220.4	Oct.—June	Bourg-St.-Maurice H. Terminus
VARIS—Briançon to Barcelonnette ...	6,966.3	Dec.—April	Barcelonnette
VERDON—(wonderful cornices) ...	—	Dec.—March	Draguignan
<b>VOSGES</b>			
BALLON d'ALSACE—Remiremont to Belfort ...	3,887.4	Dec.—April	St.-Maurice-sur-Moselle
BELFORT to BALE ...	—	Very limd. (1)	Belfort
BONHOMME—St. Dié to Colmar ...	3,131.7	Limited (2)	Colmar
BUSSANG—Bussang to Mulhouse ...	2,412.3	Very limd. (1)	Thann
CRÉTES (route des) ...	—	Dec.—May	Gerardmer
DONON—Luneville to Schirmeck ...	2,432.1	Limited (2)	Badonviller Gar. Clermont
SCHLUCHT—Gerardmer to Colmar ...	3,824.7	Limited (2)	Gerardmer
<b>JURA</b>			
FAUCILLE—Morez to Gêvres	4,365.9	Dec.—March	Morez
PONTARLIER to LAUSANNE	—	Limited (2)	Pontarlier
PONTARLIER to NEUCHÂTEL ...	—	Limited (2)	Pontarlier
ST.-CERGUE—Morez to Gêvres ...	4,065.6	Very limd. (1)	—
<b>MASSIF CENTRAL</b>			
AMBERT to MONT-BRISON—by St. Anthème ...	—	Dec.—March	Ambert
CLERMONT-FD to BESSE-en-CHARENNE, by Muret ...	—	Nov.—May	Besse
CROIX-MORAND—Mont-Dore to Isopère ...	4,065.6	Dec.—April	Le Mont-Dore
FLORAC au MONT AIGOUAL	—	Dec.—May	Florac
GUERY—Clermont-Fd to Mont-Dore ...	4,171.2	Dec.—March	Le Mont-Dore
MEYRUEIS au MONT AIGOUAL ...	—	Dec.—April	Lesperou
PAS DE PEYROL—Murat to Salers ...	5,243.7	Nov.—May	Salers, Mairie
PUY DE DOME (route du) ...	4,834.5	Dec.—April	Clermont-Fd. Sta. Tramways
<b>REPUBLIQUE—St. Etienne to Valence</b>			
—	3,778.5	Limited (2)	Bourg-Argental, H. Poste
<b>PYRENEES</b>			
ASPIN—Bagnères-de-B. to Luchon ...	4,913.7	Dec.—May	Arresu
AUBISQUE—Les Eaux-Bonnes to Argeles-G. ...	5,643	Nov.—June	Argeles-Gazost
FONT-ROMEY to MONT-LOUIS ...	—	Limited (2)	Font-Romeu
ENVALIRA—Ax-les-Th. to Andorra ...	7,943.1	Dec.—May	Porte
MONT-LOUIS to PRADES ...	—	Limited (2)	Font-Romeu
PEYRESOURDE—Bagnères-de-B. to Luchon ...	5,157.9	Dec.—April	Luchon
PUYMORENS—Ax-les-Th. to Bourg-Madame ...	6,319.5	Dec.—May	Porte
QUILLANE—Quillan to Mont-Louis ...	5,656.2	Nov.—March	Font-Romeu
TOURMALET—Luz-St.-Sauveur to Luchon ...	6,976.2	Nov.—July	Luz

(1)—Roads cleared at frequent intervals.

(2)—Road blocked for short periods but generally cleared in 48 hrs.

Table from the Michelin Guide to France

## How Deep is the Winter ?

well-known sliding car pictorial sign, sometimes with the word *Verglas* underneath (frost after a thaw). On the mountain passes themselves the corner sign warns of a particularly winding section, sometimes stating the length of the road involved. Such signs should be regarded as a mnemonic to remind one that slipperiness is a danger of corners, not of straight roads except under severe camber or braking conditions. Gradient on main road Continental passes rarely worries a motorist because Continental road engineers, well aware that they are building for ice and snow, keep their gradients reasonable.

But the high passes are closed. That fact is unalterable, and the inflexibility of the closure can be gauged from the dates involved. The Galibier, Iséran and Izoard—all over 8,000ft—are barred from October to June, their opening being for only about three months in the summer. That is a measure of the amount of snow in high places. At lower altitudes the closure is shorter and more fickle, and the tourist is given information at various named centres as well as by notice boards outside shops (Col d'Allos ..... Fermé) and on the actual route. There is no fear of being benighted by a blizzard at the top of the Col de Cayolle; far too many sensible mountain Frenchmen exist to stop the sacrifice. Nevertheless, the Englishman, lacking local advice, should play safe and not take risks in mid-winter.

Chains? Snow tyres? Shovels? Picks? As reserves, perhaps, but when on tour one should not really seek to battle with such conditions as are implied by this equipment. Except for the adventurous few there is too much anxiety present for enjoyment in a foreign country, and

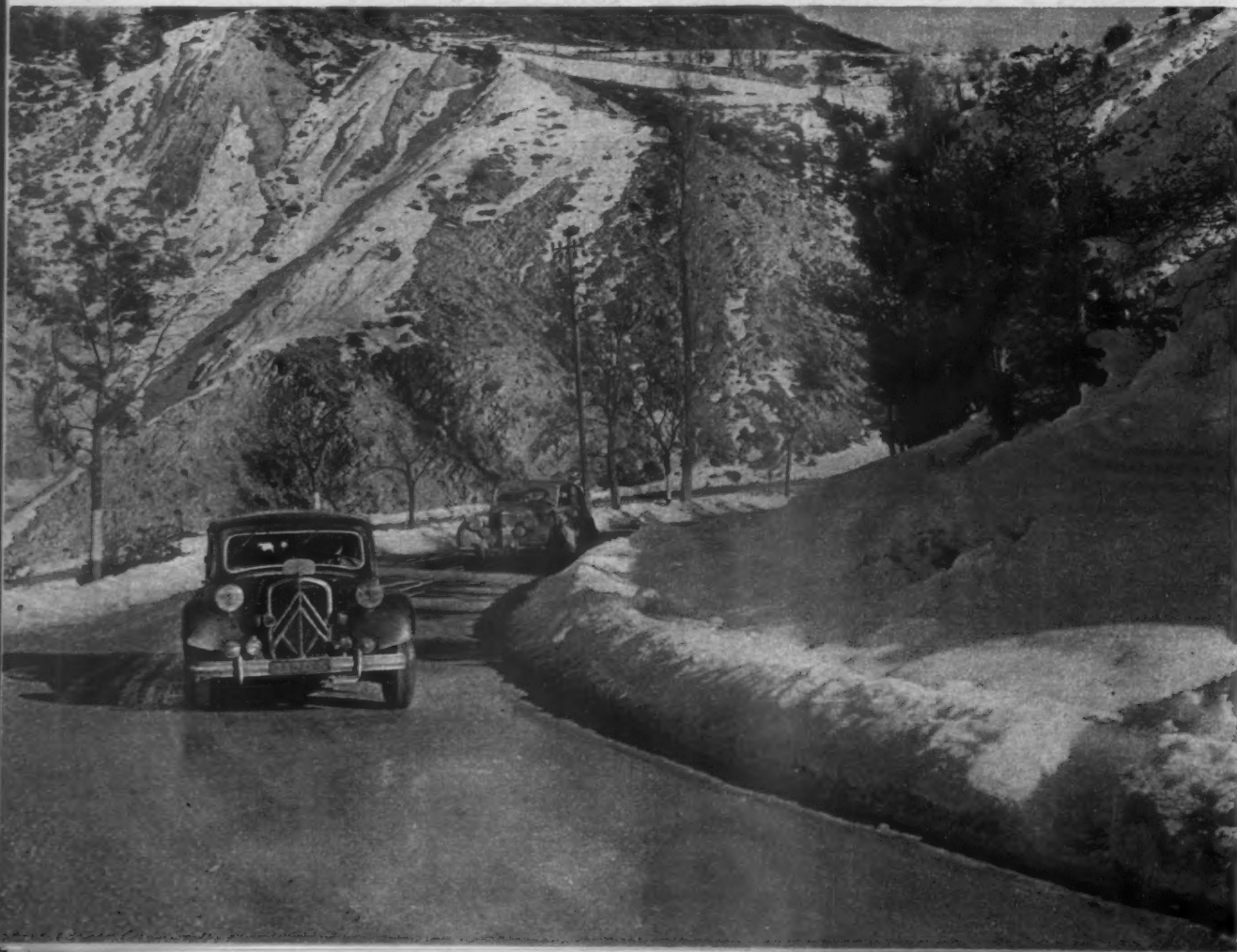
even if the driver enjoys "battling with the elements" his passengers will probably hate it.

What are the compensations? The conventional ones of winter—empty roads, cheaper hotels and so forth. The unforgettable ones also—the clean knife-edge of a snow ridge, swept into a Steuben glass-curve by a wind of cold steel. The blue innocence of glaciers with the sun shining through the ice pinnacles; the livid raging of mountain torrents in spate. The sight of a skier exaggerating the drunkard's stagger into a 60 m.p.h. pendulum swing. Pine trees cupping the snow in their green fingers, and icicles stretching chilly sword-blades in a guard of honour on either side of the road. The world of mystery during heavy snowfall, when the car pants silently between marker posts whose red tops far below on the bottom hairpins look like drops of blood from the cut hand of a skier in a telemark.

Choose your time carefully. I would say that from January to March should be delightful, for the sun is rising in the heavens and the optimism of spring has begun to be felt. Arm yourself with a Michelin Guide and Michelin maps, and before each motoring sally, study the route carefully in relation to the weather at the time. Just in case Old Mother Goose chooses a day or two in which to pluck her feathers while you are there, settle in one of those hotels that are warm and snug and where the food is superb. To get an appetite you could try tobogganning or skating—or an apéritif. Suze, for instance, which is distilled from the gentian—that deep blue cup of the Alpine meadow which suggests nectar. First taste is actually rather vile. . . .

M. B.

Alpine snow in January. These are treacherous conditions because there will have been a hard night frost, and yesterday's melted snow will be a patch of ice in the shadow where it ran across the road, usually just below each hairpin bend





# Showpiece

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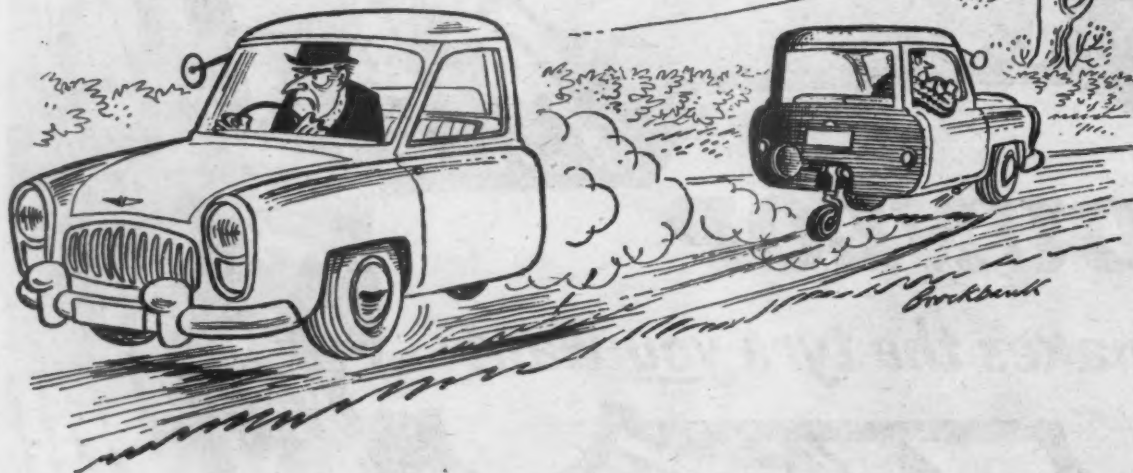
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## MAGIC CARPET

## FROM

## BAVARIA

### A Brief Acquaintance with the Type 501 B.M.W.

SIX o'clock on a Friday evening—and the keen, fresh air is momentary bliss after the heavy impurities of a rush-hour tube. Two head lamps rocket up the westbound lane of Western Avenue's dual carriageway, there is a fleeting glimpse of whitewall tyres, topped by flowing, unfamiliar contours; then the subdued, staccato beat of a 90 deg. V-eight as the stranger disappears from view, searching for a gap through which to gain the east-bound lane and return to me.

Within seconds, I am being introduced to the V-eight B.M.W., a brand-new 2.6-litre touring limousine from a famous factory in Munich, capital city of Bavaria, home of Nymphenburg china, Lowenbräu, stained glass and opera. "I'm afraid," says Michael Burn, general manager of A.F.N., Ltd., importers of the B.M.W., "that it's all falling to pieces, but you must remember that it's the only one in the country, and virtually a prototype."

Falling to pieces? Well, the fuel gauge was playing tricks, there had been a little trouble with transmission couplings between engine and gear box, and the brake linings had distorted between rivets on their shoes, causing squeals and a trace of sponginess—all bugbears which the manufacturers will presumably have run to earth before the B.M.W. is put into full production. The car in question had, in any case, run well over 6,000 miles on high-speed demonstration work, and in all other respects was fit and well. I hope my own car will still be as nice when it has fallen to pieces.

Cockpit drill before I set off: a central, floor-mounted gear stick for the right-hand drive model, which is good in principle because it avoids the complication of involved linkage, but bad because it limits the front compartment to two. Yet, how often does one really want, or need, to travel six-up? The knob on the end of the gear-stick is apparently mounted on rubber and has come loose—they always do. Take a note, Herr Doktor Ingenieur; the knob must be firmly screwed to the stick, and secured in position by a locknut—otherwise we shall be back in the 'thirties, when all gear-sticks had this infuriating affliction.

Pendant pedals obviate draughts and prevent water from penetrating the toeboards; but their angularity when depressed changes in direct opposition to that of the human foot, and on the B.M.W. one has to lift the foot and tread on the pedal. In practice it does not seem as bad as that, but old-fashioned push-pedals do provide more natural movement. Full marks for a stout and efficient hand-brake

control, which is of the straightforward pull-on and twist-to-release type.

The steering wheel is of the right size, in the right place, and its upper surface is knurled, like the side-wall of a cycle tyre moulded to drive a dynamo. This is good. The large diameter centre button flashes the head lamps, and the twin horns are sounded by a ring so placed that one cannot catch it accidentally, and projecting locally between the wire spokes of the wheel so that one can press it with the thumbs.

Some of us are content to sit behind a plain metal facia; others prefer the warm, seasoned luxury of figured walnut, and the more expensive and larger-engined version of this car, the type 502, has this. Lever-type choke and hand-throttle controls lie beneath the facia panel, that for the choke being internally lit when in use. Also beneath the panel is a two-speed switch for the heater fan, and the sliding controls for heating and ventilation are so identified that a Mongolian child would understand them—blue for cold, red for hot; arrow up for a clear windscreen, arrow down for hot feet. My! Can they get hot, too!

Before I left him, Mr. Burn showed me how to tune the Becker radio, a superb instrument which can either be operated manually in the usual way or left to its own devices. Light touches on a horizontal bar, which can be tripped at night without diverting the eyes from the road, causes it to select each available programme in turn. He also pointed out the delicate fuel reserve lever—bless the good, thoughtful designer for this rare mercy—in an oddly vulnerable position on the floor, near the left front door sill. This lever can also isolate the fuel supply, a worthwhile safety measure.

The engine at tick-over is so discreet that a glance at the oil-pressure needle is sometimes necessary to confirm that it has not stalled, which it sometimes did; nor was it always easy to start when cold, but I could not be certain whether this was a fault of driver technique or carburettor setting. On moving off one is forcibly struck by several things—the seat backrest for one, for here is Torque with a capital T, combined with such silence and smoothness as is very, very rarely encountered.

The clutch is very light, as indeed are all the controls, but does not appreciate the practice of starting from rest in second unless the engine is really warm. In this speed the acceleration is electrifying, so much so that one just cannot resist demonstrating the B.M.W.'s prowess at traffic



Excellent finish is a feature of the B.M.W.'s 2.6-litre engine. Visible in this picture is one of two lifting eyes for engine removal, the remote windscreen wiper motor, and the very accessible distributor and dynamo. A set of plated tools is supplied as an optional extra

## MAGIC CARPET . . .

Soft, blue-grey cloth covers the deeply upholstered seats; the right-hand drive car has a floor-mounted gear lever. The Becker automatic signal-seeking radio is neatly installed. Its aerial, fitted in the near-side wing, is raised and lowered electrically.



lights, as much for the pleasurable kick in the back as for the joys of exhibitionism. A few uninspiring miles from Osterley to Weybridge whetted the appetite for the longer journey ahead, and with the weekend luggage aboard and the fuel tank filled to the brim, we set off for the little Cotswold village of Brockhampton, near Andoversford.

We decided first to try the B.M.W. on second-class roads, and cut across country through Chobham and Frimley, keeping a little south of A30 as far as the Hartley Flats, then branching N.W. from Basingstoke for Newbury along a favourite 17-mile stretch which can be relied upon to sort the sheep from the goats. The B.M.W. proved neither woolly nor skittish, rushing round corners with light-fingered precision and accelerating away from them in the most exhilarating style.

The head lamps, beyond reproach on full beam, have the familiar Continental short-range cut-off when dipped—all very well for Teutons, but not for the razzle-dazzle British. Moreover, if one brakes when blinded, the B.M.W.'s nose plunges downward and one can see even less; conversely, a burst of acceleration will bring the nose up and give another 30 yards of vision, an illogical procedure which sometimes works quite well in practice.

Along the old Roman road which extends in an almost straight line between Newbury and Cricklade, the speedometer would rocket round to 70 in third without fuss, and clocked 100 m.p.h. several times before Cirencester. The steering made such modest demands on physical and

mental effort that the operation became entirely instinctive, and we found the 501 unexpectedly sure-footed when pressed; unexpectedly, because at low speeds the suspension seems extremely soft, and there is some roll and tyre-squeal on acute bends and when circulating roundabouts. At higher rates these characteristics seem to decrease in inverse proportion, and only in the wet did the tail seem a trifle skittish.

My host at Brockhampton was Brian Shawe-Taylor, whose name was a household word in motor-racing circles a few years ago, and who now distributes Bristols in Gloucestershire. The Bristol having branched from the B.M.W. tree, it was interesting to compare it with this foreign cousin of somewhat later basic design.

On the return run the following afternoon we kept to A40 all the way to London, and along the Oxford by-pass we held an indicated 104 m.p.h. for several successive miles. A five-six seater family saloon which lays no special claim to streamline form, is completely docile and very silent-running, yet can reach and hold this speed with an engine of only 2.6 litres, is a credit to its designer and makers.

Little things mean a lot; the doors close with the precision of a bank safe and the impermeability of an oyster; the side lights, encrusted in flamboyant aluminium castings, have red tell-tales; under the bonnet a tidy and workman-like display includes the sort of plated tool kit to make any engineer drool. Large things also mean a lot—the luggage compartment, for instance.

Lots of people refrain on principle from buying a foreign car, and others are reluctant to pay both import duty and purchase tax, thus apparently obtaining a middle-class car at an upper-class price. Yet the proof of the pudding is always in the eating, and the imported car must, to its great disadvantage, be compared with home-built cars in the same price range, all taxes included.

Suffice it to say that, in its own country, the B.M.W. must represent remarkable value for money; not only does it appear to be well made, substantial and in many respects of the highest quality, but it offers mechanical refinement under the bonnet to an extent which suggests a foretaste of the Turbine Age.

RONALD BARKER.

There is nothing rakish or unconventional about the B.M.W.'s lines, and it looks as well in town traffic at 30 m.p.h. as in open country at 100 m.p.h.



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## NEW CARS DESCRIBED

# THE CROWNING TOYOPET

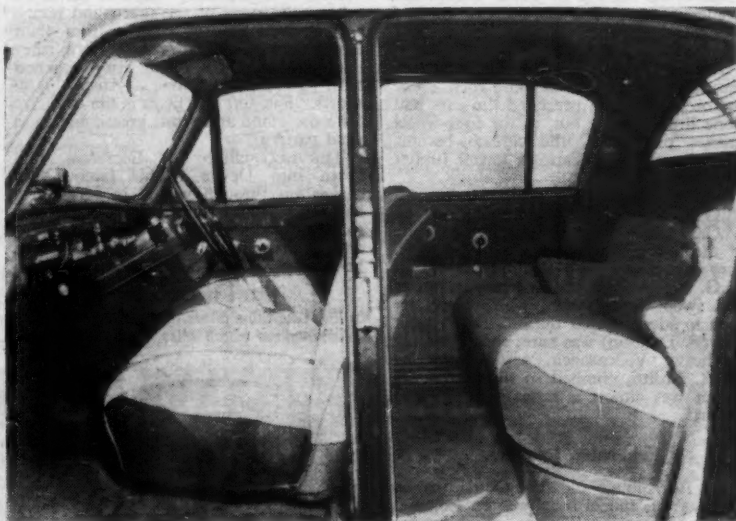
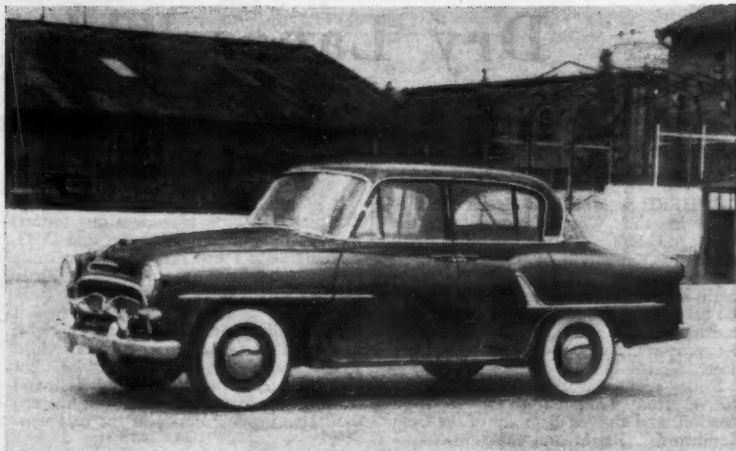
The new Toyopet model will stand comparison with European products for a smart outline

The interior is agreeable and has several fittings to justify the de luxe title

**C**ULMINATION of seven years of car production in post-war Japan is a de luxe saloon introduced by the Toyota company of Koromo, called the Toyopet Crown de Luxe. This car is nearer the European conception of an up-to-date vehicle than most of the products of the Far East. Methods of manufacture have also gone ahead. Previous Toyopet models employed a light truck chassis to which hand-beaten body panels were fitted. The new Crown has pressed-steel bodywork, made possible by the inauguration of a cold strip mill by a leading Japanese iron and steel manufacturer.

The indigenous Toyota company needed these facilities to compete with foreign cars assembled in Japan and the firm, aided by machine tools imported from the U.S.A., hopes to increase its production to about 1,000 vehicles per month, thus about tripling the current figure.

A cloud on the horizon for world exporters of cars is the expressed hope in Japan that the Toyopet will be exportable, though at this moment the home price of the Crown de Luxe is 1,200,000 yen, equivalent to £1,200 sterling.

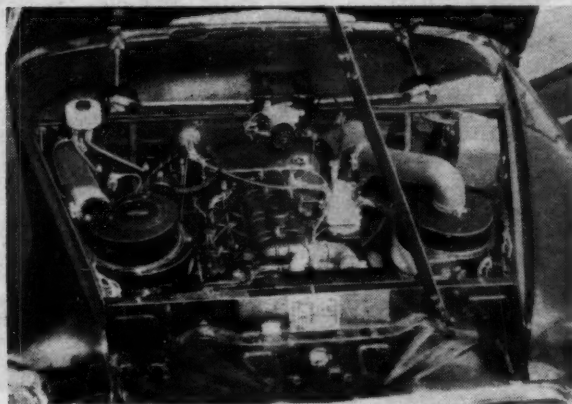


Toyopet cars retain the old-style chassis with long side members. Front suspension is independent with wishbones and coil springs, and the hypoid rear axle is suspended on three-leaved half-elliptics. Telescopic dampers are used all round. The engine is a four-cylinder with a capacity of 1,453 c.c., and develops 48 b.h.p. at 4,000 r.p.m. Com-

pression ratio is 6.8 to 1, bore and stroke 77 x 78 mm. Clutch operation is hydraulic and the transmission is three-speed, controlled by a steering column lever (overall ratios, 5.29, 9.55 and 19.3 to 1).

There is a vaguely Vauxhall look about the body, especially at the rear. No doubt exists of the smartness of the appearance; the front is particularly good, a chromium cross-bar with a double vestigial grille pressed in it bisecting a large air intake, while two neat spot lamps attract attention on a straight-across bumper. Windscreen and rear window are sharply curved and there are ventilating panels in the front windows.

Bench seats are nylon covered and the interior of the de luxe model has several luxury fittings such as twin vizors, a Venetian blind and hand straps at the rear. The instrument panel has a large speedometer dial and a grouped rectangular dial for fuel, water temperature, oil pressure and ammeter. The clock is centrally mounted above the facia, "microphone" style, with the radio beneath; a half-ring operates the horn. Operation of the wipers is noteworthy, a centrally mounted electric motor driving through a rod linkage. Underbonnet installation is generally near



Underbonnet installation of the Crown de Luxe. Note the windscreen wiper drive and linkage, top centre

# Dry Lanes This Time

36TH LAND'S END TRIAL LESS DIFFICULT—EXCEPT FOR BEGGARS' ROOST

THERE was brilliant Easter weather in the West Country for the M.C.C.'s 36th Land's End trial, which was supported by 135 car entries. The many observed climbs in the route might have been, in the conditions, almost too easy, but some are on lanes which are moistened by springs, by seepage from the rocky walls, or by watersplashes at the start.

Friday night was clear for all starters: the 46 from Launceston, the 76 from London, and the small group of 19 from Kenilworth. Bright and early on Saturday, during that delightful part of the route which takes in the North Devon and Somerset coast road through Porlock and Minehead, the first of the hill-climbs was taken—Stoney Street.

A firm lane at heart, it had a moist surface and a great deal of loose rock. The motorcycles which preceded the cars had done little damage but, as the four-wheel entries progressed, the surface became very churned. P. Waring's Jowett Jupiter was one that stuck.

The sports cars did well. P. Arditti's M.G.A.—a model not seen before in an M.C.C. trial—went up quickly; in spite of the low ground clearance it compared very favourably with the older types of M.G. two-seater, with their modest power and swept-down stems, which were not seen to advantage on the hill. A Peugeot 403 (F. Denison) was sure; the admirably tail-heavy Volkswagen, represented by D. A. Arditti, climbed so slowly that its ascent was almost a series of stops and restarts.

## Venerable Progress

G. A. Robin's old Vanguard was as good as this model usually is on Colonial going. Venerable Trojans, climbing incredibly slowly under the guidance of A. F. Scroggs and C. N. M. Arnold Foster, were the best of all the old 'uns. P. P. Ford's little Standard Ten estate car was excellent.

It was a delightful run onwards to Lynton, where new buildings and new bridges are making good the devastation of the terrible flood. There was a stop-start test on Station Lane—firm and not too difficult—and then Beggars' Roost.

The carpet of loose rock on the famous climb, which is almost straight but very steep, is still there! This year cars started well up the hill; the loose, deep stones were met soon after the start. All who took the inside of the curve failed, and choice of a wide sweep paid.

The first car to arrive, J. Mansell's Dellow, hopped and juddered up, and W. C. Slocombe (Magnetite) bounced it. Viscount Chetwynd (Prefect) had three unsuccessful goes! Miss Nancy Mitchell (M.G. Magnetite) and Miss P. Norman (Triumph TR2) both failed. So did one of the three formidable works Morgans (P. H. Morgan), but team-mates W. A. G. Goodall and A. T. Hall made it.

There were many of the 1,172 c.c. brigade. The Popular of J. P. Davis, heavily modified, made a snappy climb; so did Miss Daphne Freeman's Wilson-Ford special, with her father, Leslie Freeman, president of the club, as passenger.

The old cars did well. A. L. S. Denyer's Lea-Francis made a fine restart; the Trojans puttered slowly up, and D. G. Fleming's old Ford Ten tourer was quite fast. Standards shone, with the Phase One Vanguard of G. A. Robins and P. P. Ford's Ten estate car seeming to find it easy. Volkswagens were mostly all right; J. Sewell's slewed, but was quite fast. J. H. Pool's Ford went crabwise, but climbed. D. Isaac's Popular was fast, and should be terrific when he can discard the "running-in" notice in the rear window!

The M.G.A. did not make it, for the surface was too deep for this car. On other hills, many of the sports and saloon cars derived evident benefit from their Town and Country tyres. Here, they tended to dig in a little; this happened with T. E. Fleetwood's Austin A.40 sports. Fat, soft and plain is the best tyre for loose stone and sand; grease and mud need pattern.

The next climb was Darracott, well down into Devon. This famous hill snakes up through woods in formidable hairpins. There are rocky ledges, and some looseness of surface on a firm foundation; many found it bumpy, but it was bone dry. Dust clouds arose—an un-

usual sight in the M.C.C. lane climbs. One of the M.G.s broke a half shaft, and was towed away by a companion.

Perhaps the liveliest climb was by an H.R.G., which over-steered consistently, and missed banks by inches. But the hill caused trouble to few, a failure needing some mistake such as taking a wrong course on a hairpin. It was an optimist who said that all the later ones would be as dry, and as easy.

By the time the early numbers reached the Bude control—at noon on Saturday—the Cornish countryside was shimmering in brilliant sunshine. In addition to a few flecks of red Devon mud from earlier observed sections, the cars carried a thick layer of dust—evidence of the dryness of most of the hills. Like so many seaside resorts in the winter season, Bude had something of a desolate look about it.

After taking part in a driving test in one of the car parks which, in summer months, are crammed with bathers' cars, competitors were directed to the lunch halt; the back of the trial had been broken—surprisingly easily by the majority—and only five hills remained to be climbed, and a distance of little over 100 miles to be covered.

Treworgie, the first of these, lay nine

*Brilliant sunshine filters through the maze of bare branches surrounding Darracott Hill as Easter holidaymakers watch Miss V. M. S. Hocking's Morris Eight Series E tourer making its climb*





miles along the road. Introduced for the first time last year, the hill is short and not difficult in dry weather; when wet, as it was last year, it is a stopper. The lane, approached through a water splash, winds up left-handed through a wood, and on Saturday had only a thin layer of mud which halted only those cars whose drivers had not the courage to keep going quickly.

### Signs of Spring

Because of the early Easter, the West Country woods were still leafless, but primroses grew in the dusty banks and the sunny drive westwards was pleasant. Crackington, only a couple of miles from Treworgie, was slightly more difficult. A much longer climb, the hill is approached through the almost inevitable watersplash. Dripping undersides soon carried enough water to the starting line to make the take-off tricky, and the job of building up sufficient speed to storm the hill quite difficult.

Slocombe's M.G. Magnette, with 1956 Monte Carlo Rally transfer in the rear window, was the first arrival and stood in the watersplash, brake drums steaming, while the last few motorcycles struggled to the top. After tremendous wheelspin, the M.G. built up sufficient momentum to carry it over the wet, muddy patch near the summit.

Viscount Chetwynd had the misfortune to lose his engine after making a successful getaway, and reversed the Ford Prefect to the foot for another try. After struggling gallantly and appearing just to keep going on the muddy summit, the Ford came to a standstill and the tow-gang took over.

Barker's supercharged Dellow, with small boy obviously enjoying every minute of it, treated the hill as a speed

Mrs. Nancy Mitchell's M.G. Magnette clammers up and round the very steep hairpin at the foot of Bluehills Mine, last of the succession of observed sections



hill-climb and shot to the top with a roar and a cloud of smoke. Nancy Mitchell's Magnette, also with the Monte Carlo badge in the rear window, took off with considerable wheelspin and clambered to the top; Scroggs' gallant old Trojan managed to keep going, but only just.

A further ten miles of pleasant motor-ing led to New Mill, again an easy climb in the dry conditions. Good judgment, however, was required to get the larger cars round the two hairpins.

Hustyn, 20 miles on, was not so easy. This hill, which has earned the reputation of being wet even in a drought was, to everyone's surprise, almost dry. It appears that last year one or two people complained that the annual diverting of a stream by local enthusiasts made the hill well-nigh impossible when the weather was wet as well. So a policeman stood guard over the hill for two days before the trial, and saw to it that the stream continued to follow its normal course.

Even the watersplash at the foot failed to make the getaway tricky, and the majority of cars climbed well. John Mansell's Dellow found no difficulty, but Chetwynd's little Prefect came to a standstill near the top, on the one damp (and very steep) patch. Miss P. Norman's passenger did her best to bounce in the confined space under the TR2's plastic hardtop.

Shaw's elderly Morris Eight tourer was enthusiastically cheered by the sizeable crowds—always appreciative of a successful climb by an old and apparently unsuitable vehicle; Davis' Ford Popular, with non-standard exhaust note and entered in the programme as "Modular," climbed easily and fast, as did Whitton's standard Ford Popular.

As on most of the hills, the three works-entered Morgans driven by Peter Morgan, W. A. G. Goodall and A. T. Hall hustled to the top without the slightest difficulty, shooting stones and rocks from their rear wheels.

Finally, to Bluehills Mine—dry, dusty and very steep, with an atrociously rough and rocky surface. With its ancient tin mines, now no more than ruins, the sea only a short distance below, and the wild and uninhabited landscape, this final hill always appears terrifying as one approaches from the opposite side of the valley from which it ascends. As ever, enormous crowds had flocked to watch

the competitors, each side of the valley being covered with people and cars.

Scroggs' Trojan climbed tank-like, maintaining revs and speed (which was slow and dignified) while Scroggs held the gear lever firmly forward. Nigel Arnold-Forster's similar car, and the even older version, driven by Miss P. C. Stocken, with her girl passenger, were equally sedate and sure-footed, though Miss Stocken's car slipped out of gear near the top and stopped.

### A la Mode

Barrett's blue Dellow sailed easily up, the crew wearing blue hats to match the car. Palmes' smart new M.G.A. climbed quietly and quickly almost to the top, where wheelspin stopped it. Kingswell's Ford Anglia went well to the top, though the rocks and gullies produced expensive-sounding thumps as they hit the underside. Studley's Sunbeam-Talbot climbed fast, though the ground clearance was not nearly adequate. The ancient Austin Heavy Twelve driven by W. W. J. Jenner made a splendid climb, crew members bouncing in the back till the springs bottomed, and showed the moderns the way to do it.

Waring's red Jowett Jupiter failed, having no first gear, though it successfully clambered out of the valley up the old road used in the Land's End for many years. Robins' Standard Vanguard, apparently full of people, climbed silently and well; Denison's red Dellow carried away gate and gatepost on the sharp right-hand hairpin at the foot before climbing the hill.

By the time the late numbers made their climbs the sun had set and a bitterly cold wind blew over the deserted scene. It had been a good Land's End; whatever the weather, it is never easy, dry conditions producing their own particular difficulties on many of the sections.

Perhaps it is the fact that the event has been held annually—except for interruptions of war—since 1908 that gives it its atmosphere; perhaps it may be simply that it takes competitors round some of the most attractive parts of the country at the pleasantest time of the year. Whatever the cause, the Land's End provides entrants with a thoroughly enjoyable, competitive journey to the West Country, and very many spectators with entertainment over the Easter weekend.



# EASTER GOODWOOD

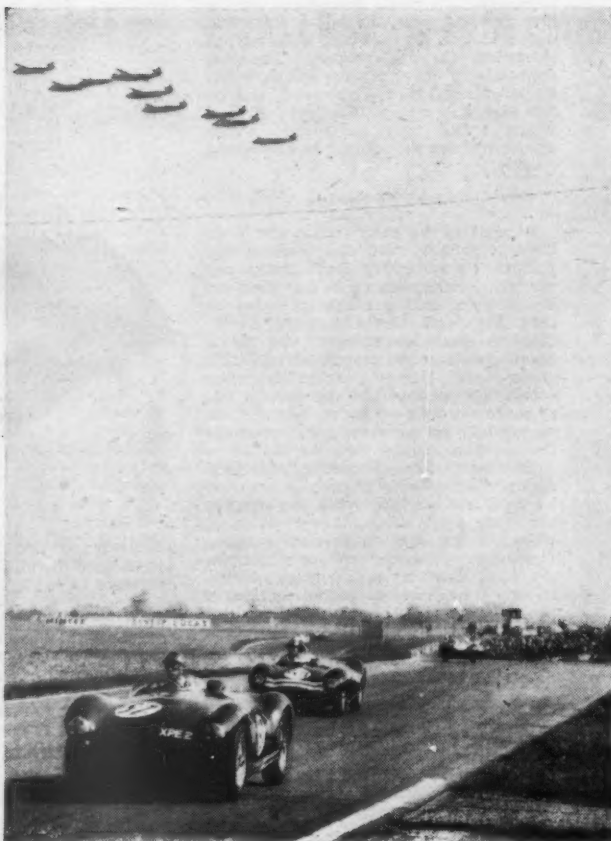
Fine Racing and Fine Weather for  
Britain's First International

WITH the distinction of organizing Europe's first International meeting this season, the B.A.R.C. entertained enormous crowds—estimated at over 60,000—at Goodwood on Easter Monday with an outstandingly keen and well-handled day's racing. The formula 1 event for the Glover Trophy will be remembered for many years to come; until the Connaught retired, Archie Scott-Brown's battle with Stirling Moss in the works Maserati was breathtaking and, though short-lived, every bit as tense as the memorable Hawthorn-Fangio duel at Rheims in 1953. Though the race went to the Italian car, the Connaught's performance was splendid, and has given a great boost to British hopes for the season.

At Britain's first big meeting of the season, the programme was full of interesting new cars: Moss' 1956 works Maserati, with fuel injection; the two 1956 B.R.M.s, driven by Hawthorn and Brooks; the neat and very potent little 1½-litre Maserati, driven by L. Cornet; the Syracuse Connaughts, running as a team of three works cars—the first time a British manufacturer has fielded a team of three for some time; the new 1½-litre Climax-engined Cooper, Lotus Eleven, and the 8-cylinder Gordini's first race in this country.

During the Saturday practice period, lap records were unofficially broken in formula 1, formula 3, unlimited sports

*Rival attractions. A formation of Sea Hawks flies over the third event of the afternoon. George Abecassis, in the H.W.M. which held second place throughout, leads Alan Brown's Ecurie Ecosse Jaguar and Bob Berry's Jaguar through St. Mary's*



cars, 3-5-litre sports cars, 2-litre sports cars and 1½-litre sports cars. With such entries, such potentialities and the perfect weather, the meeting could hardly fail to be a good one.

From the start of the 2-litre sports car race which opened the programme, Roy Salvadori took the lead in the 1½-litre Cooper-Climax, followed by Gerard's Cooper-Bristol—half a litre bigger than

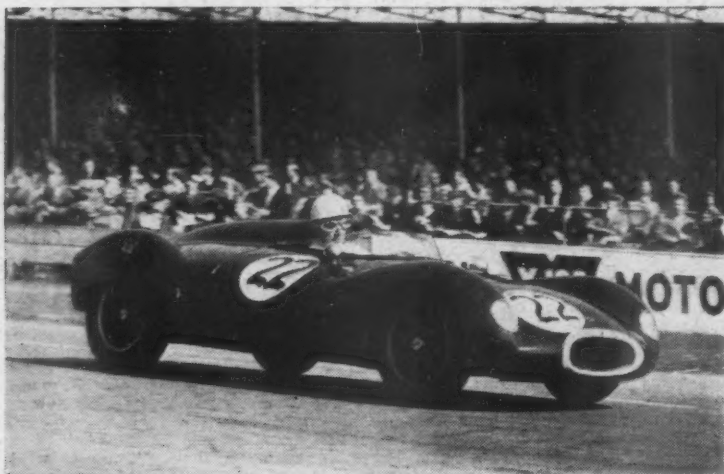
the Cooper. Slowly Gerard closed up on Salvadori until the third lap, when the two were neck-and-neck at times. As the two cars went off on the fourth lap it looked as though Gerard's familiar old Cooper-Bristol would take the lead. Unfortunately, a slight error of judgment on Lavant corner lost him a few valuable yards and they came through the pit area some 80 yards apart, Gerard's car sounding slightly less crisp.

Next time round the gap had widened slightly, though Gerard was hanging on, during the sixth lap he caught up a little but Salvadori held the lead till the end of the seven laps. Leston, in the second of the 1½-litre Cooper-Climax cars, took third place at the start, but was soon passed by Young's 2-litre Connaught, retiring at the end of the lap.

This race started the succession of new records that were set up during the day. Roy Salvadori's race speed of 87.17 m.p.h. comfortably exceeded the existing lap record for the class, set up by Moss in a Porsche at 85.54 m.p.h., and his fastest lap in 1m 37.6s (88.52 m.p.h.) now stands as the 1½-litre sports car lap record.

In the early stages of this race, the first of two tragic accidents occurred, which put a sad note to the sunny day. A. P. O. Rogers, well-known sports car exponent since his early post-war production car races in the 2½-litre Riley, overturned in the Sun-Pat Special at Lavant Corner and was fatally injured. The car was basically a Tojeiro chassis with disc brakes, and powered by a Bristol engine.

First away from the starting grid in the formula 3 race was Colin Davis, driving Francis Beart's Cooper-Norton.



Roy Salvadori in the 1,500 c.c. Cooper-Climax in which he won the first event of the day—for unsupercharged sports cars up to 2,000 c.c. His race average was 87.17 m.p.h.

This car has a Fibreglass body shell, wheels and brake drums cast in one unit, and an hydraulically operated clutch. During the second lap Ivor Bueb, now driving as an independent in his own Cooper, took the lead and held it till the end of the seven laps. In comparative safety from any opposition, Allison's Cooper-Norton held third place, but behind him came the real excitement.

Bicknell's Revis-Norton, Cowley's Petty-Norton and Tyrrell's Cooper-Norton spent the seven laps engaged in tense and extremely close combat. It was difficult for most of the time to see whether it was Bicknell or Cowley who led the trio, so closely were they placed, and Tyrrell occasionally separated them. As they came round on the final lap, it was Bicknell, Cowley and Tyrrell—still at it!

The big sports car event—so far as first place was concerned—was a Moss benefit, the Gilbey Engineering DB3S Aston Martin, which he drove instead of Roy Salvadori, leading unchallenged from start to finish of the 15 laps. George Abecassis, in the Jaguar-engined H.W.M., held second place with equal security; behind him came Duncan Hamilton's D-type Jaguar for the first half-lap, soon to be passed by Alan Brown in the *Ecurie Ecosse* D-type and Bob Berry's privately entered similar car. Hamilton's car had only just returned from Dakar and, as Hamilton put it, he had had no time to "tweak" it. It was not on form and slowly dropped back into sixth place by the end of the third lap.

Berry chased Brown throughout the race; by the fifth lap he had closed up to a few yards astern of him and, during the sixth lap, nipped past. Cliff Davis, who had been gallantly keeping up with the Jaguar-engined cars in eleventh place (and leading several others), retired on

the sixth lap with a loud bang, the Bristol engine—giving away 1½ litres to the larger cars—having had enough. Ron Flockhart, in the second of the *Ecurie Ecosse* D-type Jaguars, moved up from fifth place in the early stages to fourth on the sixth lap. On the ninth lap he came round slowly and stopped at the pits to retire on the following lap.

During this event, the D-type Jaguar driven by A. F. F. Dennis came through the slight wiggle on the approach to Woodcote corner. So far as could be ascertained from a study of the car, he changed down into first gear by mistake; the car swerved into the newly sown infield, digging in and somersaulting several times. Dennis was thrown out and received fatal injuries, the Jaguar catching fire. Duncan Hamilton, entrant of the car, came into the paddock and retired from the race.

The event for sports cars not exceeding 1,500 c.c. was virtually confined to Climax-engined cars. Of the 23 entries, seven were powered by 1½-litre Climax units, 13 by 1,098 c.c. engines of the same make, and the remaining three by Maserati, twin-o.h.c. Singer and 1,467 c.c. M.G. Salvadori and Russell, driving the two works-entered Coopers, had the race more or less to themselves, Salvadori leading, closely followed by Russell, throughout. Russell seemed to leave his braking slightly later on corners, gaining each time on Salvadori, but the speeds of the two cars were so similar that there was no margin for overtaking.

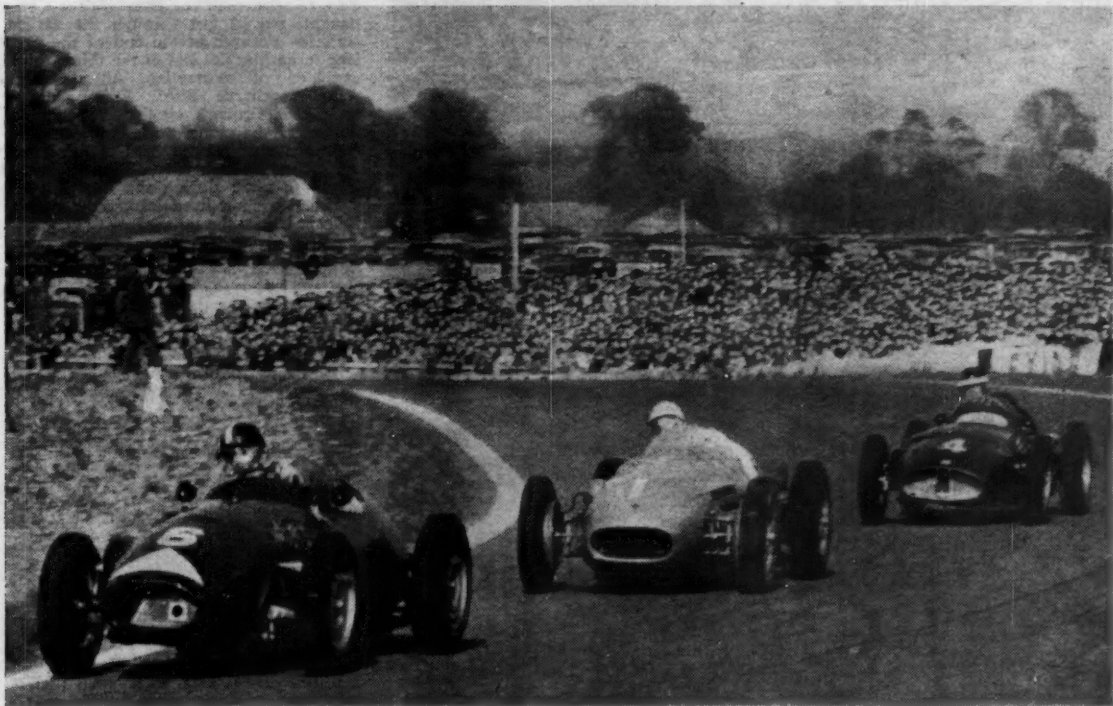
Third, fourth and fifth places were disputed continuously by Leston's Cooper-Climax, Bueb's similar car and Bicknell's Lotus-Climax, all using 1½-litre engines, and all keeping very close together. Leading the 1,100 c.c. contingent was MacDowell's Cooper-Climax, in sixth place. It was sad that the very beautiful

little 1½-litre Maserati, driven by Cornet, came to grief at the chicane early in the race and retired. After the successful performances by these cars in the few events in which they have competed, it would have been interesting to see how it fared against our own fifteen hundreds.

Next came the formula 1 event, and the closest and most exciting racing for a long time. In pole position on the starting grid was Moss' works Maserati, with fuel injection; next to him on the front row was Archie Scott-Brown's ex-McAlpine Syracuse Connaught—both these cars had comfortably broken the formula 1 lap record during the practice period. Also on the front row was Mike Hawthorn's B.R.M. and Gerard's Syracuse Connaught (the newest of the three from Send)—three green cars to one red.

Leston's Connaught (the car in which Brooks won the Syracuse G.P.), Parnell, in Rob Walker's older type formula 1 Connaught, and Salvadori in the Gilbey Engineering Maserati occupied the second row. Rosier's 1954 Ferrari, driven by Ken Wharton, Manzon's new and not very fast 8-cylinder Gordini, Bayol's older, 6-cylinder car, and Rosier's Maserati occupied the third row, with Paul Emery's Emeryson and Brooks' B.R.M. in the rear. This particular B.R.M. had not been present at practice, so had not qualified with a practice time.

Right from the drop of the flag it was clear that a magnificent struggle was to develop between the works Maserati and Scott-Brown's Connaught. Hawthorn led for the first one and a half laps from a wonderful getaway. Then Scott-Brown nipped into the lead, sliding and snaking as he braked late for Woodcote Corner, followed by Moss. In third place from then on was Hawthorn's B.R.M., followed at a short distance by Leston, then Brooks (B.R.M.), Gerard



The race of the day, and a great encouragement to British hopes. Archie Scott-Brown in the Connaught leads Stirling Moss' works-en ered, fuel injection Maserati and Mike Hawthorn's B.R.M. round Madgwick corner



## EASTER GOODWOOD . . .

(Connaught) and Salvadori (Maserati), bunched closely together.

During the memorable 15 laps that followed, the struggle for the lead was terrific. Moss, working really hard, held on to the Connaught, closing up occasionally and poking the Maserati alongside, first on one side and then the other, trying to find an opportunity to pass. During this time Hawthorn held steadily to third position.

Farther back in the field there was tension, too. On the fourth lap, Leston, lying fourth, slid wide on the grass outside Woodcote, held it well and churned up a cloud of dust. Salvadori passed Gerard into sixth place on the fifth lap, and closed up behind Brooks' B.R.M., which he passed a lap later.

Still the Moss-Scott-Brown struggle continued. So close and tense was it that one felt that one or other must overdo it and get into trouble. By the eighth lap the three leaders had closed up, leaving the rest of the field spread out behind.

On the fifteenth lap Moss nipped into the lead. For several laps before, the Connaught's approach to Woodcote had been erratic, the car swerving and sliding

under braking. It appears that Scott-Brown's and the other Connaughts had lost much of the braking power on the front wheels after a few laps, the rear wheels doing most of the work and seriously affecting the cars' handling on the approach to corners. For the following lap the Connaught chased the Maserati, catching up on the straights and losing ground into the corners.

Then, as they came down to Woodcote, an ominous cloud of dust rose on the outside of the circuit. The Connaught's engine had seized; the car spun round, taking to the grass where it finished mercifully, the right way up. Damage to the engine was considerable, a connecting rod and piston having emerged through the crankcase.

It had been a magnificent struggle. It was sad that the Connaught's opportunity of proving itself had come to an end and it was a great pity that it was over. Brooks' B.R.M. retired on the ninth lap with lack of oil pressure and Mike Hawthorn, when safely in second position behind Moss, overturned at Fordwater, injuring his foot.

After these excitements the field spread

out. Salvadori and Leston settling down in second and third places with Gerard's Connaught, firing erratically, lying fourth. During the early stages of the race Moss put in a lap at 95.79 m.p.h., beating Hawthorn's circuit record in the Ferrari Thwall Special.

The production sports car race which followed the excitement of the formula 1 event seemed almost tame by comparison. In what seemed almost complete silence, except for the squeal of tyres, the cars covered their 13 laps, led round from start to finish by Rudd's Bristol-engined A.C. Ace. Running together in the race were three classes; over 2,500, over 1,500 and up to 1,500 c.c. The A.C. led the lot without difficulty, steadily building up its lead. Fighting it out for second place were Dalton's Austin-Healey and Utley's Frazer-Nash—the Austin-Healey leading its capacity class. By the end of the race, Rudd's Ace had lapped the Earl of Northesk's black Jaguar XK120. The second of the Aces, A.C.-powered, ran off the road at the chicane when lying eighth, moving off, slightly dented, in tenth position.

## Fast, Good-Looking

Leadership of the smaller class was held throughout the race by Calvert's very fast and good-looking H.R.G. which finished fourth overall, ahead of such formidable opposition as Coombs' 300SL Mercedes Benz, three XK120 Jaguars and a couple of Porsches.

Finally, as the sun was setting and a cold wind blew over the circuit, came the Easter Handicap—a seven-lap event for all comers. Inevitably, after a succession of races, there had been casualties and there were 12 non-starters. Limit man was Lord Ebury in the venerable 1½-litre E.R.A., followed five seconds later by W. F. Moss' similar car. Parnell, starting next to scratch in the Rob Walker Connaught, moved fast through the earlier starters—eleventh at the end of the first lap; seventh at the end of the third; third at the end of the next lap. Ahead of him were Flockhart's Ecurie Ecosse Jaguar and Alan Brown's similar car; behind him came Salvadori's Maserati, starting from scratch. By the sixth of the seven laps Parnell was hard on Brown's heels, trying to pass; during the final lap he snatched a short-lived lead, only to lose it again before the finish.

## RESULTS (lap distance 2.4 miles)

**Lavant Cup (cars up to 2,500 c.c., 7 laps):** 1. Cooper-Climax 1,470 (R. Salvadori), 11min 33.6sec, 87.17 m.p.h.; 2. Cooper-Bristol 1,971 (F. R. Gerard), 11min 34.6sec; 3. Connaught 1,960 (J. A. Young), 11min 51.6sec. **Fastest lap:** F. R. Gerard, 1min 37.2sec, 88.89 m.p.h. **Fastest lap by up to 1,500 c.c. sports car:** R. Salvadori, 1min 37.6sec, 89.52 m.p.h. (class record).

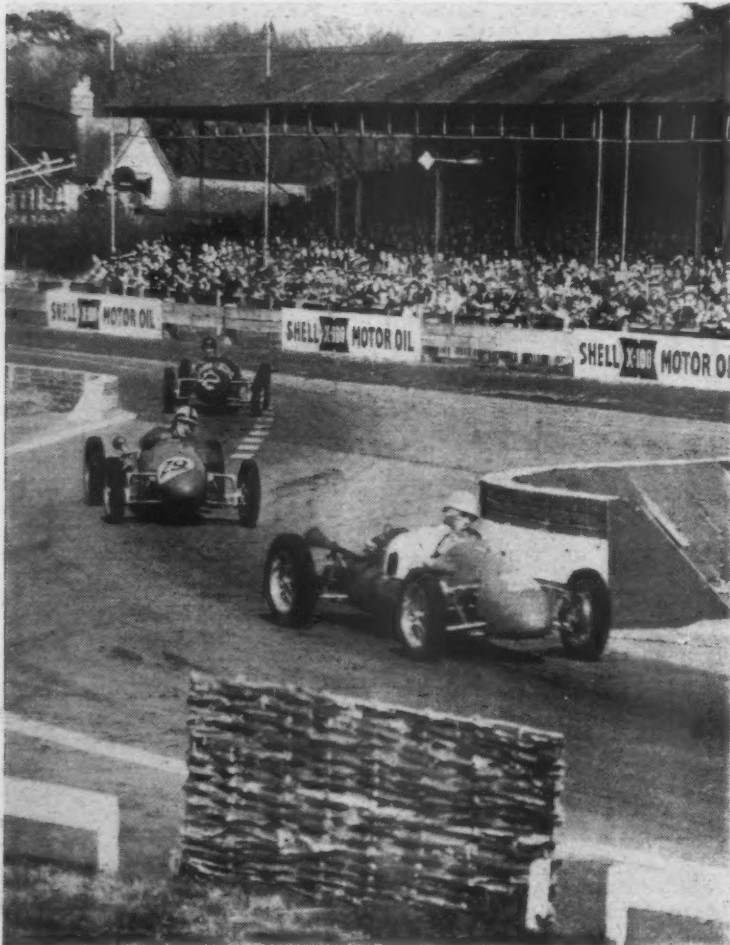
**Earl of March Trophy (formula 3, 7 laps):** 1. Cooper-Norton (I. Bueb), 12min 6.6sec, 83.24 m.p.h.; 2. Beart-Cooper (C. O. H. Davison), 12 min 10.4sec; 3. Cooper-Norton (G. Allison), 12min 24.4sec. **Fastest lap:** I. Bueb, 1min 42.4sec, 84.37 m.p.h. (class record).

**Sports car races: Over 1,500 c.c. (15 laps):** 1. Aston Martin DB38 2,922 (S. Moss), 24min 13.2sec, 80.18 m.p.h.; 2. H. W. M. 3,442 (G. Abecassis), 24min 56.2sec; 3. Jaguar D-type 3,442 (R. E. Berry), 24min 59.9sec. **Fastest lap:** S. Moss, 1min 55sec, 90.95 m.p.h. **Up to 1,500 c.c. (7 laps):** 1. Cooper-Climax 1,470 (R. Salvadori), 11min 40.8sec, 86.39 m.p.h.; 2. Cooper-Climax 1,470 (J. Russell), 11min 41.2sec; 3. Cooper-Climax 1,470 (L. Leston), 11min 56.6sec. **Fastest lap:** (tie) R. Salvadori and J. Russell, 1min 36.4sec, 87.45 m.p.h.

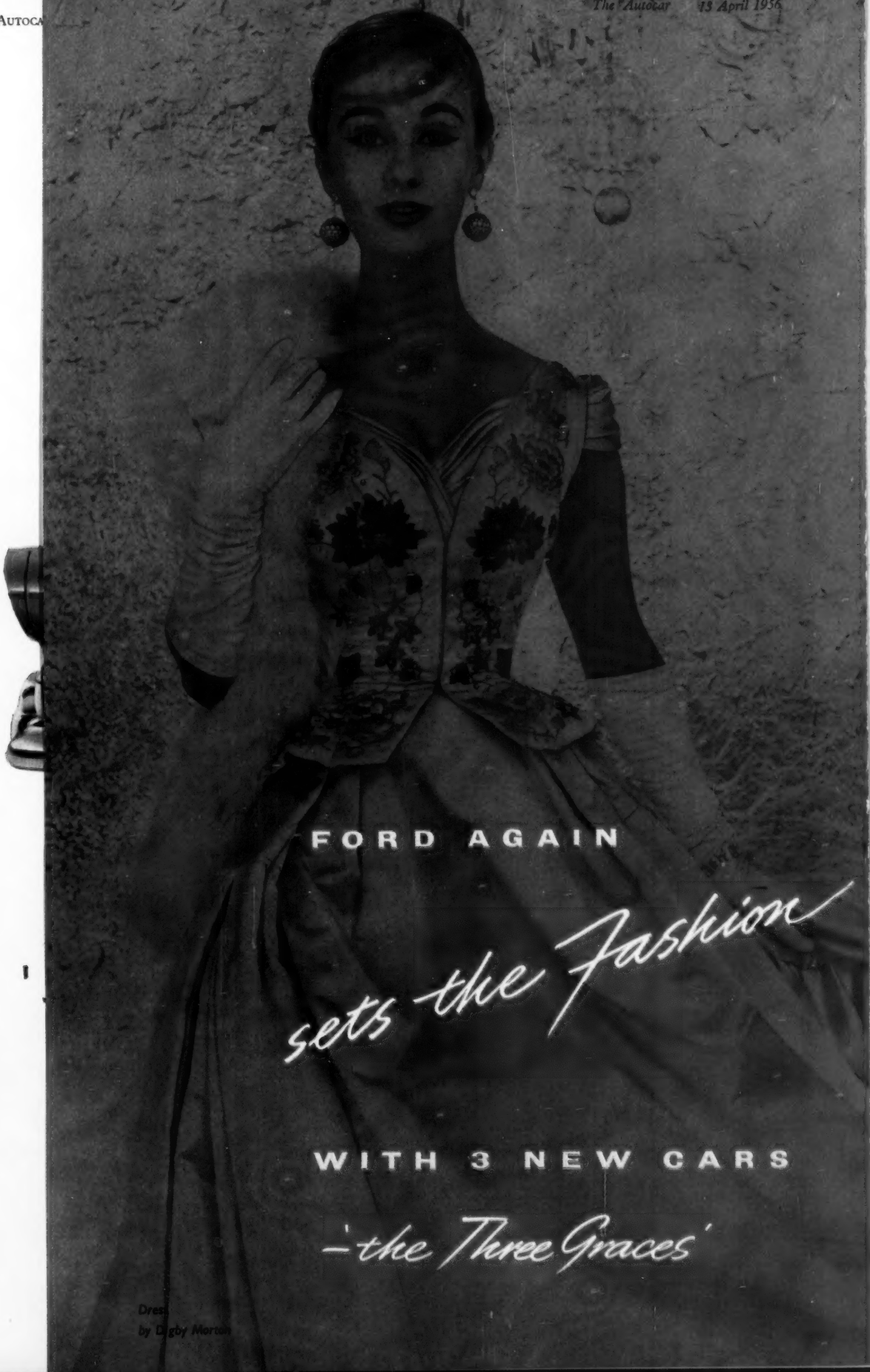
**Richmond formula 1 race for Glover Trophy (32 laps):** 1. Maserati 2,497 (S. Moss), 49min 50.4sec, 92.35 m.p.h.; 2. Maserati 2,497 (R. Salvadori), 49min 53.6sec; 3. Connaught 2,470 (L. Leston), 50min 25.6sec. **Fastest lap:** S. Moss, 1min 50.9sec, 95.79 m.p.h. (circuit record).

**Production sports car race (15 laps):** 1. A.C. Bristol 1,971 (K. N. Rudd), 23min 44.6sec, 78.84 m.p.h.; 2. Frazer-Nash 1,971 (R. J. W. Utley), 24min 42.4sec; 3. Austin-Healey 2,660 (J. Dalton), 24min 49.6sec. **Fastest lap:** K. N. Rudd, 1min 47.2sec, 80.15 m.p.h. **Class winners: Over 2,500 c.c.:** J. Dalton, 1:58.1 to 2:58.9; K. N. Rudd, 1:58.1 to 1:58.9; H.R.G. 1:49.7 (D. J. Calvert), 25min 52.4sec.

**Easter Handicap (7 laps):** 1. Jaguar D-type 3,442 (R. Flockhart), h'cap 42sec, 12min 41sec, 86.77 m.p.h.; 2. Jaguar D-type 3,442 (A. E. Brown), 42sec, 12min 49sec; 3. Connaught 2,472 (R. Parnell), 12sec, 12min 49.2sec. **Fastest lap:** R. Parnell, 1min 54sec, 91.91 m.p.h.



The end of the first lap of the formula 3 event. Colin Davis, in the lead in the Beart-Cooper, comes through the chicane, followed by Ivor Bueb's Cooper-Norton and Allison's similar car



FORD AGAIN

*sets the fashion*

WITH 3 NEW CARS

*'the Three Graces'*

Dress  
by Digby Morton

THE AUTOCAR.



## 'the Three Graces'

### The **NEW ZODIAC**

Illustrated here (6 cylinder) £645.0.0 Plus P.T. £323.17.0

### The **NEW ZEPHYR**

(6 cylinder) £580.0.0 Plus P.T. £291.7.0

### The **NEW CONSUL**

(4 cylinder) £520.0.0 Plus P.T. £261 7.0

#### THE NEW FORD

Each of these three is distinctively styled. A Ford line, shown here, proportioned to look like a silhouette.

#### NEW COMFORT

seats. New appointed panels with regrouped Ford 'Glide-ride' firm cushion passengers and stery patterns perfect



13 April 1956



BY APPOINTMENT  
TO HER MAJESTY THE QUEEN  
MOTOR VEHICLE MANUFACTURERS  
FORD MOTOR COMPANY LTD.



*The New Zodiac*

**FORD LINE**—Breathtakingly beautiful. Three new cars—"The Three Graces"—is displayed. All three set the fashion with the new line here by the new Zodiac. Each is beautifully designed to look longer, lower and wider, with a balanced

**COMFORT.** There's room for 6 in the soft, wide appointments and beautiful new instrument panel. Grouped controls add to complete relaxation. The new 'double wishbone' front suspension and new rear springing makes for smoother and easier driving. New body colours and upholstery complete the picture.

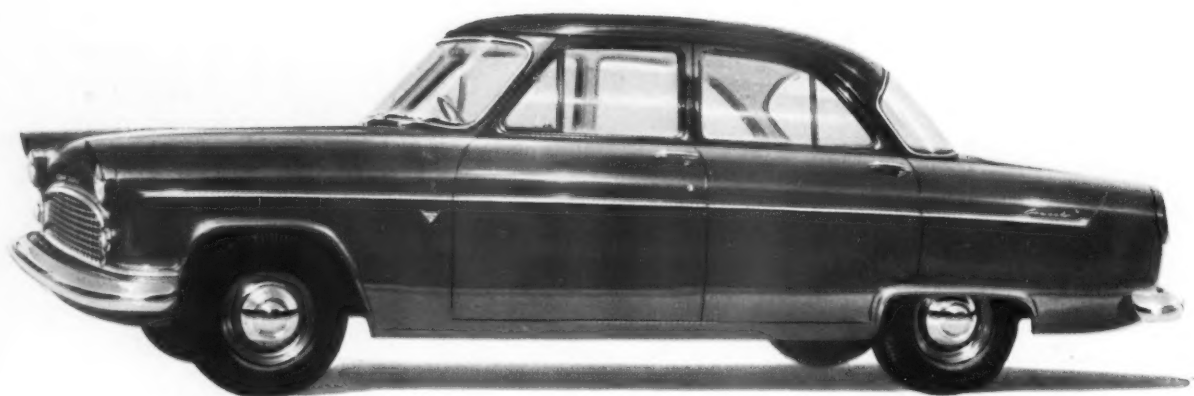
**DRIVING IS EASY AND SAFE.** Safety is dominant in the design. Wide-vision windscreens and wrap-around rear windows provide clear views of all four corners of the cars. Powerful brakes, strong construction, a small turning circle and a balanced weight distribution aid your contribution to road safety.

**SUPERB PERFORMANCE.** New, over-square, larger capacity engines run sweetly and more economically at lower revolutions. Superb design results in savings in fuel and engine wear with increased 'all-speed' efficiency. Automatic overdrive is also available. **These new cars offer the motoring you dream about at realistic costs.**

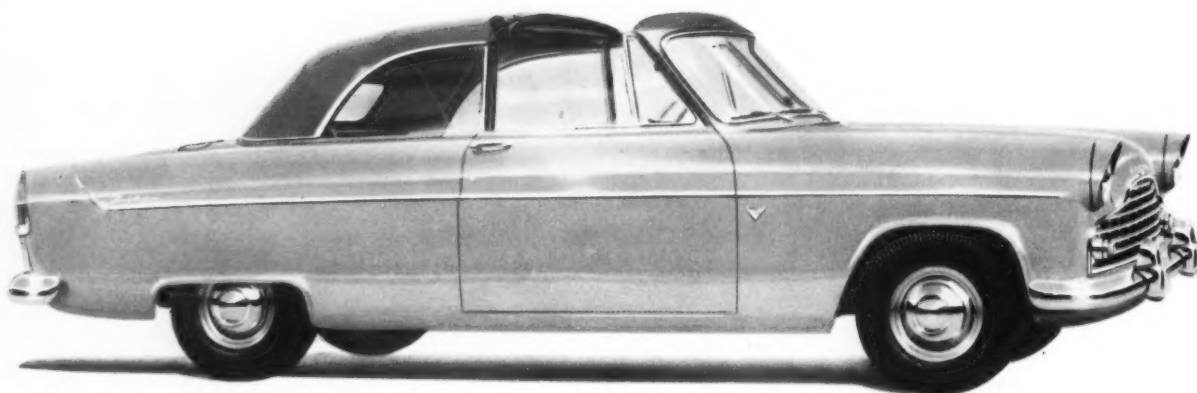




The NEW ZEPHYR



The NEW CONSUL



Plus NEW CONVERTIBLES

(The Zephyr is illustrated)

*See these new cars at your Ford dealer's now!*



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THE BEST AT LOWEST COST



# SCRAPYARD BUILD-UP

**F**ORD Chassis for sale, 1937, good condition." This was the beginning of the story of Bess, the special which cost only £50 to build. There was everything I wanted—an 8 h.p. engine, steering parts, 5 wheels and tyres, gear box, transmission, and axles. It was all in one piece and towable. There was no dashboard, scuttle, bonnet or any bodywork whatsoever, but two doors from a Ford saloon body were "thrown in." After much bargaining I finally obtained it for £17.

The chassis was then stripped and given two coats of "Bitumastic" solution which has given it a very good protective coating. The shackle pins and bushes were renewed, and the hubs were packed with grease and assembled. Both axles were mounted on the chassis after removing the third, fifth and seventh leaf of the standard Ford rear spring to give a softer ride at the back. The wheels were given three coats of aluminium paint.

The engine was found to need new rings only. The original Ford radiator was lowered nine inches by means of a sub-frame ahead of the front cross-member. Because of this the generator mounted fan had to be removed as it would have fouled the header-tank. A water impeller was purchased from the local Ford dealers, and was mounted in the conventional manner on the front engine bearer and driven by a Ford export fan belt.

A straight-through exhaust system was then fabricated from a piece of solid drawn 1½ in steel tubing, and the silencer was constructed out of the old exhaust system. The steering column was lowered by inserting a wedge under the mounting. One boot door from an American car, one Morris 8 bonnet cover, and a Bedford lorry grille mesh were all obtained from the local scrapyards at a total cost of nine shillings. The main scuttle support was fabricated from an iron mattress frame and a support for the steering column was suspended from it. The frame was welded and bolted to the main chassis side members.

Between the scuttle frame and the front radiator support, a bulkhead was formed from 20 S.W.G. sheet steel, which was boxed at all stress points prior to welding and bolting to the chassis side members.

The Morris 8 bonnet formed the scuttle top after suitable cutting and welding. Steel sheet was then purchased and cut in half to form the sides of the body from the scuttle to the tail of the car. The cockpit sides and the tail shape were cut from these sheets and were then bolted to the chassis members and welded to the scuttle top.

The tail of the car would have caused quite a headache had I not bought from the wreckers the boot lid which after being cut, was welded to the side panels. The rear cockpit support was made by using the steel frame of a bus seat, which also gave a very pleasing line to the rear of the car. Between this frame and the boot door forming the tail, a piece of sheet steel was secured by means of self-tapping screws.

The spare wheel and a new 6V 17-plate battery were housed in the boot.

The front grille was formed from the window frames of the two original saloon doors, after being suitably cut and welded, and the Bedford grille mesh was then welded in position. The whole grille was made quickly detachable by eight studs screwing into captive-nuts welded to the bonnet sides. The sharp edges of the cockpit were treated by opening a ½ in conduit tubing down its seam, inserting the slit over the sharp edges and spot welding at intervals. This gave a safe and pleasing periphery to the cockpit.

The bonnet lid was next fabricated, again from sheet steel, and was bent to the required shape using the house fall-pipe as the former! The edges were given a ½ in seam for strength and the lid was held down by four Morris bonnet

condition. The windscreen was formed from conduit tubing, by opening the seam out to allow the glass to slide into it. A detachable top allows the glass to be removed in case of breakage, and rubber channel insulates the glass from the conduit.

A low seating position was obtained by placing the seat cushion in sunken wells, formed in the chassis between the side members and prop-shaft tunnel. The hood and tonneau cover were made from green twill and sewn with nylon thread. Hood supports were fabricated from small diameter steel tubing and, together with the hood and tonneau cover, are housed in a pouch behind the back rest of the seat, when not in use.

At this time the whole car was in under-coating; it was then given its second under-coating and three gloss coats of Dulux paint suitably tinted to British Racing Green. All coats were applied by brush.

At last the great day arrived and the car was started after three attempts by the large 17-plate battery, and taken on

Ready for the road—there is no evidence of its scrapyards origin in this smart special



catches obtained from the wreckers for five shillings. Four proprietary cycle-type mudguards were obtained through the advertisements in *The Autocar*. Suitable valances and mounting pieces were welded to them and bolted to the body sides, using the usual mudguard beading.

The dashboard was formed from a piece of 7-ply wood and houses a glove box, speedometer, ammeter, petrol gauge, and oil pressure gauge, plus the original ignition and lighting switch from the Ford saloon. A pair of side lamps was obtained from the wreckers for ten shillings. Stop and tail lamps with reflectors were also purchased and two extra reflectors were fitted.

The wiring was carried out using the Ford wiring circuit; no fuses were used, and all wiring passing through holes in the bodywork was protected by rubber grommets.

The interior of the cockpit was lined with green leathercloth and packed with horse-hair. The bus seat—scrapyard again—was left in its original London Transport colours as it was in good con-

test after ignition and carburettor adjustments had been made. The car has extremely good cornering ability, but is not particularly outstanding in maximum speed, due to the low gearing of the saloon car. However, the acceleration is quite good.

The petrol consumption is excellent and 50 m.p.g. can be obtained regularly at 40-45 m.p.h. on a long run. This is attributed to the low overall weight of 10½ cwt, a saving in weight of some 6 cwt over the original saloon. After 8,000 trouble-free miles I gave the engine a top overhaul, and had the cylinder head machined to increase the compression ratio to 7.4:1. This has reduced the fuel consumption by 5 m.p.g., and improved the acceleration. The maximum speed is still about 65 m.p.h. but is now obtained more rapidly.

To all prospective "special" builders I would say that after six months' hard work, in very bad weather, the finished product is well worth the trouble. However, a welding plant is essential as professional welding adds greatly to the final cost.

J. G. STEAD.

## Distilled Water is Essential

**T**OO many motorists—and quite a few garage proprietors—are pouring ordinary tap water into their car batteries. And, in some instances that tap water is as deadly as a dose of cyanide.

In the Glasgow area one is told that Loch Katrine water is so pure that it cannot harm the battery. It is pure—but it is not recommended.

Motorists are advised to insist on dis-

tilled water. If they do not, and something goes wrong with their car's battery within the guarantee period, the fact that non-distilled water has been used can be spotted at a glance.

It is useful to remember that the domestic refrigerator will produce a regular supply of distilled water with the periodical defrosting of the freezing coil.—a low temperature distillation plant.





SCREE SLOPES loom over one of the bleaker mountain roads, Kirkstone Pass, which leads down from the white-painted inn to Brothers Water. The gradient is steeper than it looks, and a notice warns drivers to change into low gear before descending

## Correspondence

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

### Fellowship of Road Users?

*Suggestion for a United Voice.* I would like to know if other road users are as indignant as I am about the constant neglect by successive Governments of the needs and requirements of our roads, and the way that they misappropriate the road tax money to the general coffers.

On top of the above-mentioned complaints we are now going to pay fees to park on roads, for which we have already paid in road tax. We are told that the revenue is for garages, but what were we told about the Road Fund money?

Another point is where will the parking line end? Why should a motorist in London pay, and someone in, say, Sevenoaks not pay? More to the point, if it spreads it means we all might have to pay to park in our own road or turning.

Our motoring associations do all they possibly can for their members, but obviously what they can achieve is limited. What I would like to see is an association of our own, embracing all forms of vehicles on the road, calling itself the Road Union Association, its function to get all road users together so that we may inform the powers that be of any injustices done to us either as a body or section; to be non-political, but ready to remind all political parties that we have a very strong potential

vote; as such we would seek respect, and not the promises of the past. Together we should be strong, and not voices crying in the wilderness, as we are at present.

Ilford, Essex.

A. E. REID.

### Praise from Over the Border

*Proud owner of Alvis and M.G.* As a motorist of some 30 years' standing, during which time I have driven many makes of cars, both British and foreign, I have read during the past few months, with a growing distaste, letters in the Press decrying the efforts of the British car manufacturer and lauding to the skies their foreign competitors, among which I include the Americans.

I feel it is high time our own manufacturers got some little credit for the articles they produce, many at prices which are really difficult to keep down at the present time.

I am myself the fortunate owner of two very fine British cars, an Alvis T.C. 21/100 and quite recently an M.G. A. Both these cars are a delight to ride in and to drive—road-holding under all conditions including snow and ice is really superb, and during the winter months I have found myself passing these



The new Daimler 2½ litre 'Century' Mk. II saloon

*Get there swifter...  
safer... fresher...*

**Drive DAIMLER**

The NEW 1956 Daimler Range:

**DAIMLER "CONQUEST" 2½ LITRE**

'Conquest Mk. II' Saloon	.. ..	£1,735. 7. 0
'Century Mk. II' Saloon	.. ..	£1,897. 7. 0
The New Drophead Coupé	.. ..	£2,041. 7. 0

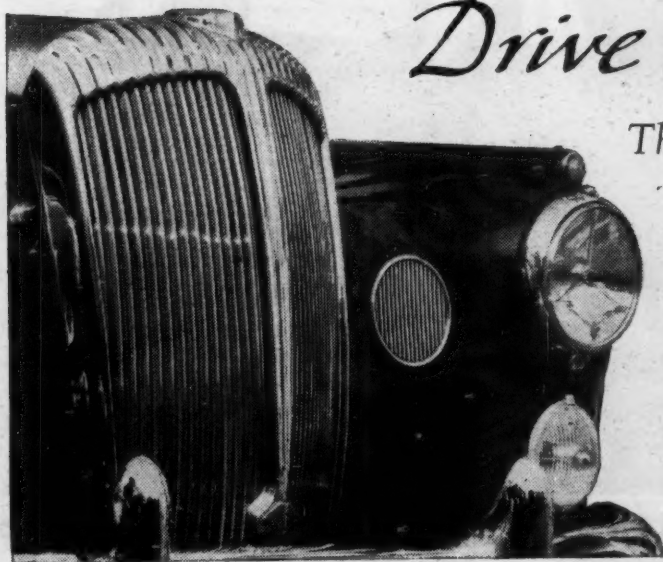
**DAIMLER 3½ LITRE and 4½ LITRE MODELS**

3½ litre 'One-O-Four' Saloon	.. ..	£2,828. 17. 0
3½ litre 'One-O-Four' Lady's Model	.. ..	*£3,076. 7. 0
4½ litre 4-light Saloon	.. ..	£3,440. 17. 0
4½ litre DK.400 Limousine	.. ..	£4,190. 17. 0

(All prices include purchase tax)

\*This new reduced price enables the special Lady's items to be purchased as optional extras item by item to choice.

The Daimler Company Limited, Radford Works, Coventry





— OBSERVED FUEL CONSUMPTION TESTS AT SILVERSTONE

# 17% FUEL SAVING ON THE HUMBER HAWK fitted with the Laycock Overdrive

## COMPARISONS IN M.P.G.

	Without Overdrive	With Overdrive
<b>TRIUMPH TR3</b> (1991 c.c.)	32.86	37.46
<b>VANGUARD III</b> (2088 c.c.)	30.21	34.69
<b>HUMBER HAWK</b> (2267 c.c.)	22.84	27.54
<b>ROVER "90"</b> (2638 c.c.)	26.01	31.22
<b>JENSEN "541"</b> (3993 c.c.)	22.43	29.04

Taking an average for the five cars tested with the overdrive unit in operation the reduction in fuel consumption was approximately . . .

**16%**

Among the many cars R.A.C. tested at Silverstone recently, the Humber Hawk gave impressive proof of the petrol-saving advantages of the Laycock de Normanville overdrive. The test run with overdrive "IN" showed a 17% decrease in consumption compared with an overdrive "OUT" run. The Laycock Overdrive also offers *exclusive* advantages of . . . complete driver control; fully power-sustained changes, and positive engine-braking under all conditions.



**LAYCOCK ENGINEERING LIMITED — SHEFFIELD**

*Under exclusive licence from Auto Transmissions Ltd., Coventry.*

*Electrical controls by Joseph Lucas (Electrical) Ltd.*



much-vaunted Continental cars, so noted for their wonderful handling in difficult conditions, with the greatest of ease, and also maintaining average speeds which they would be hard put to equal under almost perfect road conditions.

One weekly journey of some 40 miles, which normally takes me some 35 minutes, was accomplished under really bad conditions of snow and ice in under 50 minutes on several occasions by both of these vehicles. The T.C. 21/100 has now done many thousands of miles at speeds up to and exceeding 100 m.p.h., and has never given me a moment's anxiety under the worst of road conditions—it has still to produce anything more than a gentle tail-wag in the way of a reminder of atrocious roads.

The M.G. A was bought purely for a pleasure car, and is now well past the 3,000 miles mark; road-holding is comparable with that of the Alvis, and performance generally is all that the keenest motorist could desire. Steering and brakes on both cars are superb, springing, allowing for the difference in the types of car, all that could be desired. Each has a magnificent gear box, and engines which are a delight to sit behind.

I wonder if your correspondent, Mr. Edward Adler, has driven any of these American monstrosities. Without power-assisted steering and the like I think he would find it impossible to drive them at speeds much in excess of 60 m.p.h., unless he were indeed a strong man.

As for price—my choice costs me in one case for a 3-litre car under £2,000, and the other 1½-litre under £1,000.

I cannot afford to throw money away on snob appeal, but want real motoring value for my £. Consider the price here of these American and Continental cars! I make the usual disclaimer as to connections with either Alvis or M.G.

Giffnock, Renfrew.

H. W. O. HORNBY.

### Squeaks and Rattles

*A Convertible Owner Seeks Advice.* Can any reader offer advice or assistance which might help to cure a chronic state of squeaks and rattles in the coachwork of a Morris Minor convertible?

Birkenhead, Cheshire.

J. F. WILLIS.

[Letters will be forwarded.—Ed.]

### Roadworthiness Tests

*"Contribute Nothing to Road Safety."* The proposed annual test for ten-year-old vehicles, whether by garages or Government inspectors, must of necessity be superficial and will contribute nothing to road safety. To ensure the plan being even remotely successful, a weekly check of all vehicles, old and new, would be needed, including a minute inspection of every nut, bolt, spring and control, together with tests for conditions of fracture, distortion, and fatigue, in each relevant section and member.

Perhaps more than anything else, driving ability, mileage, and speed determine the extent of wear and defect, whether the vehicle is ten years or ten weeks old. Far better to test the driver's ability to recognize the onset or sudden appearance of faults, and his efficiency in those circumstances to pilot the car to safety.

There may be good reasons in other parts of the Commonwealth for the proposal, but here it is already covered by existing law, and, quite clearly, it is just another regulation—a control, in fact, and a very subtle one at that.

South Wonston, Hampshire.

BOB B. WILSON.

### Swiss Movement—One Jewel

*Blackpool to Crewe—Disappointment.* I read with great interest and pleasure Ronald Barker's article "Swiss Movement—One Jewel." Permit me to say that there may be only one sapphire—but there must be at least 14 more jewels in a Swiss lever watch! Mr. Barker states that he found rail fares in Switzerland expensive, obviously by comparison. Second class travel is equal to first class in Britain plus all the amenities mentioned, I am sure Mr. Barker will agree.

After reading the article I felt rather ashamed that a little ice and snow on British roads frightened me some weeks ago to travel by train. On the return journey there was no heat whatsoever in the first class carriage from Blackpool to Crewe. In protest all passengers got out and demanded accommodation in other carriages—this was granted after half an hour's delay. By then all lunch tickets were sold and in seven hours' journey it was impossible to get a cup of tea or refreshments of any description. It appears Mr. Waldo Price-Owen and Mr. Ronald Barker fared much better driving in arctic conditions through

## Correspondence

France than I from Blackpool to London, and even if Mr. Barker paid second class rail fare for first class travel in Switzerland!

Gerrards Cross, Buckinghamshire.

O. ROHN.

### Lighting "Chaos"

*An Englishman Writes From France.* Mr. Eaton, of Salisbury, Southern Rhodesia, happily comes to my rescue in confirming what I wrote some time ago to Ronald Barker about dipping.

I have just spent another week in England and how I manage to keep my sanity when driving at night in Britain is a compliment to my iron self-control. Spot-lights, lights up, down, dipped, undipped, in groups of two, three or more—I am amazed that such an allegedly law-respecting country as Britain permits this chaos. Is the speed at night really increased by these brilliant searchlights, and if so, is it worth the danger? Alone of European motoring countries does Britain permit this criminal *laissez-faire* in lighting equipment. In the same number (March 2), Michael Brown pays tribute to the lighting arrangements on the Frigate—but permit me to point out that this is standard, with minor variations, on all French cars.

I am not suggesting that France is the perfect Utopia for motoring regulations—French accident figures disprove this—but I am saying that there are many features of equipment, and many regulations in use over here, which are worth copying in Britain; but my frequent appeals appear to have met with the sort of insularity of which the Englishman becomes aware only



WHAT MAY HAPPEN if a handbrake is not secure is illustrated in this incident from Germany. Writes the sender: "In the main-river at Wurzburg was going to the ground this car why the hand-break not was pulled. A swimming bagger heave now the car on land"

## Correspondence

when he is an exile and can look upon his compatriots objectively from without.

If Britain today is a safer motoring country than most others, this is due almost entirely to the courtesy which is displayed by the English driver (at home in England—NOT abroad!) and this is a very praiseworthy characteristic which I am among the first to appreciate, but one cannot help having the impression that the "powers that be" are imposing on this courtesy to escape their responsibilities in improving roads and general driving conditions.

Very soon, Britain will be full of courteous drivers with roads so choked and out-dated that they cannot drive. No doubt the English motorist will meet this situation with his customary stoicism and devotion to authority, discipline, Empire, and whatever it is that makes the Englishman accept stupidity and imposition with such docility. At this moment, the French, in common with other Continental peoples, will cast a sorrowing eye on the passing of the British branch of the species and re-read "Les Carnets du Major Thompson" to discover how it is all possible.

Apart from the abominations of purchase tax and credit restrictions, the British manufacturer is faced also with the difficulty of trying to export a car which has been manufactured for use in a country whose driving conditions have almost no parallel in the whole world. Michael Brown is so right when he says that we in France do not have the problem of making the most of hundred-yard straights to overtake two lorries and a dolly-dangler (incidentally, what IS a dolly-dangler?) but nevertheless, the French are already growing uneasy about their traffic-congestion problems!

Every day one hears criticisms of British cars becoming more and more adverse, and one realizes that the fault lies largely in the restrictions on the British market—restrictions imposed by both economic and road conditions, but one meets with so little response from many quarters where these comments should be most appreciated. Why? Is it apathy—or chauvinism?

Bois Colombes, Seine, France.

W. M. HOLDSWORTH.

### "I Like It, Ed"

*More Touring, Less Technical.* I must congratulate the Editor and his staff on continuing to produce the magazine in spite of the printing trade dispute.

The correspondence regarding the contents of the paper prompts me to write and express my own opinions as a reader for the past thirty years. I think the space devoted to sport is just right and would be sorry to see it reduced. At the same time I would like to see more articles on touring, both home and foreign, well illustrated and with the emphasis on places of interest and night stops with reasonable accommodation. To obtain space for this matter, perhaps the more technical subjects could be reduced. I am sure that articles on mansions open to the public, such as "Anne's Gift" (March 16) are enjoyed by many readers.

I am inclined to agree with Mr. M. O. Felix that road test articles are not sufficiently critical. Of course, advertising has to be studied and there may be no bad motor cars, but some are better than others! A careful study of test figures, acceleration, braking and the like will help to confirm that point.

Finally, I always keep the show numbers all through the following year for reference should I require any data about a given car. Whether these numbers could be more condensed and sold for the usual shilling is a point which you might consider.

Epsom, Surrey.

F. W. HATCHER.

### Tubeless in Malaya

*Report on Low Tyre Life.* I trust that The Scribe will long continue to harbour the deepest of suspicions about tubeless tyres (*Autocar*, Feb. 3)—he has good reason to do so. Whether all the claims the manufacturers make for these tyres are true or not I do not know, but certainly the cost of the tubeless tyre will effectively prevent my purchasing any other than the pair I now have.

In this country tyre wear is extremely rapid, possibly owing to the high temperature and the large number of corners encountered. On my own car, a Velox, I get between 10-15,000 miles from a set of tyres on the rear wheels, but between

5-6,000 miles only on the front. Nor is this exceptional—my previous car gave me 3,000 miles from a set of front tyres, and mileages in excess of 10,000 are unusual except for those cars used extensively on laterite estate roads, where wear is much less severe. One does not, therefore, normally change tubes every time covers are renewed—to do so would be far too expensive.

My experience with the one set of tubeless covers I was foolish enough to purchase may be of interest. The covers having been fitted, the following day I undertook a journey of some 130 miles. At a speed of between 35-40 m.p.h. a most pronounced wheel "shimmy" developed, due to the wheels being out of balance. The agents, who had fitted the tyres, disclaimed any responsibility, and suggested that my steering needed attention.

Eventually I had to drive 50 miles to the nearest garage with wheel balancing equipment, and each wheel was balanced with the addition of 4oz. weights. No more steering "shimmy." I wrote to the Singapore branch of the manufacturer concerned to enquire whether their tubeless tyres were not balanced with the valve assembly; they have not bothered to reply.

Seremban, Malaya.

G. S. KEEPING.

### Engine Fore or Aft?

*Absorbing the Shock.* Mr. Callaway's letter (March 16) expressing the views of people who like the engine in front is confirmed by the preference of an old friend of mine who, some years ago, told me that he liked being at the back end of a long bonnet because he was then "farther from the accident." I think this expresses the situation rather neatly.

Reading, Berkshire.

E. G. C. GOWRING.

*Two Accidents Compared.* The comments of S. Callaway (March 16) with regard to a fore or aft position of the engine in the event of an accident would appear to be quite logical at first sight, but they are not really borne out in fact.

Certain of the medical profession in the U.S.A. have been advocating for some time that a completely empty space should be left at the front of all cars. At the moment of collision this portion would "buckle" and would have the effect of absorbing to an extent the initial shock which is normally transmitted right through the car and which throws the occupants forward with violence.

I have recently had occasion to compare the results of two very similar accidents to two cars of the same make, one a large version with front engine and the other a small rear-engine model. Both cars appear to have been travelling at approximately the same speed, the large one hit a lorry and the small one a bus.

As a result of the collision the larger car, with its mass of engine and other pieces in front, received a shock which travelled through the complete vehicle causing a great deal of damage. The engine was pushed back to the driving compartment, the driver receiving serious injuries. The car is a "write-off."

In the case of the small rear-engine car, however, the front buckled, acting as a buffer. The driver received a black-eye. The car is repairable. It was even noticed in this case that the windscreen did not shatter.

Maybe this does not prove anything, but it is very enlightening nevertheless.

Coulsdon, Surrey.

ANTHONY R. RONALD.

### Enlightenment Sought

*What is I.C.A.?* Having read so many advertisements concerning Shell with I.C.A. and seen it on so many petrol pumps, am I beyond my depth in asking what is I.C.A.? How do we know that other first-grade petrols do not have it? For instance, B.P. Super, being a close relative, may be thoroughly infected with it. Even Esso Extra may have a mild attack. Is it infectious, or contagious, or does it merely drive the odd cat crackers?

Last time I put Shell in my tank I made a point of asking the mechanic if he was certain the I.C.A. was there. He scratched his head and finally admitted that he was "danged" if he knew. If that isn't buying a pig in a poke, what is?

Surely we laymen motorists should be provided with some simple test to ascertain whether this I.C.A. is present or not, or should we just assume that it is and be only too thankful until we see what happens.

London, E.C.2.

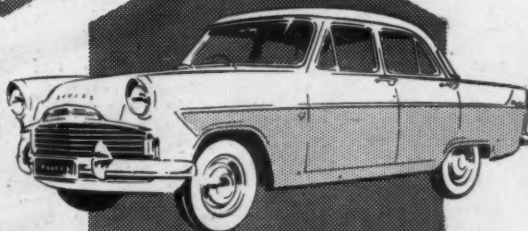
F. P. NEWBOULT.

[The letters I.C.A. denote Ignition Control Additive—a constituent of the petrol which is designed to combat pre-ignition and fouling of spark plugs. This particular additive is exclusive to Shell.—Ed.]

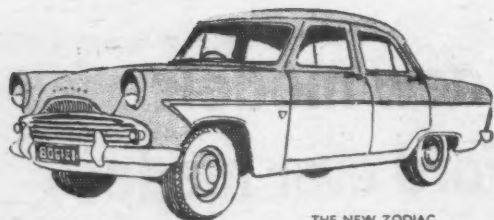
**For their new models  
and every Ford ever made**

**FORD**

**approve**

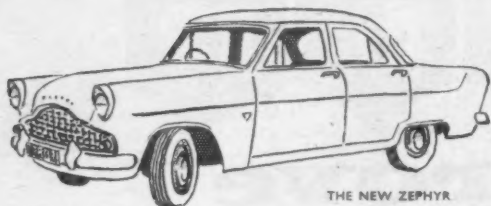






THE NEW ZODIAC

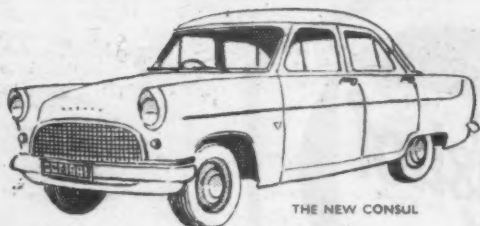
## 'THREE GRACES' IN THE MODERN MANNER



THE NEW ZEPHYR

Where modernity is the keynote, instrumentation by SMITHS is found in harmony with it. The SMITHS instruments in Ford's 'Three Graces' are notable examples.

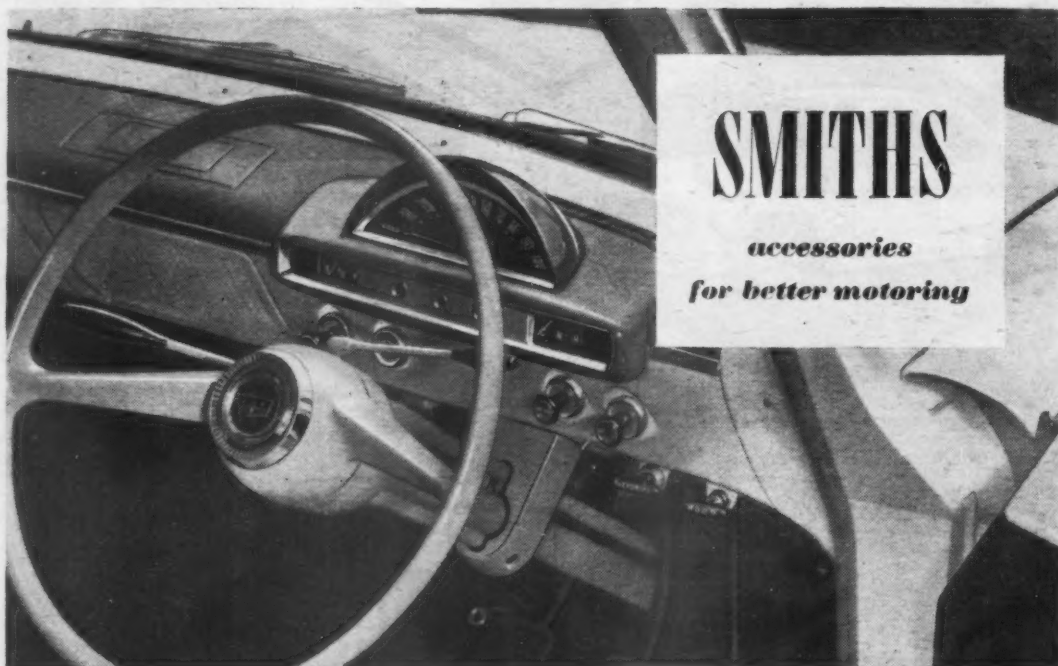
## WITH MODERN INSTRUMENTS BY SMITHS -



THE NEW CONSUL

IN THE 'THREE GRACES'  
FORD FIT INSTRUMENTS  
BY SMITHS

The dashboard of the new Consul



# SMITHS

*accessories  
for better motoring*

SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2 · THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

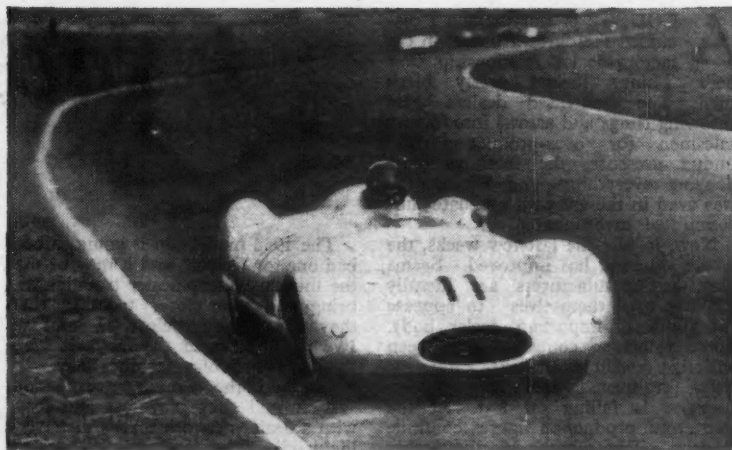
Star of the two sports car races was Peter Gammon, in his 1,100 c.c. Cooper-Climax. In each race he gained some 200 yards in the first half-lap, and remained completely unchallenged

## HEALTHY HATCH

NOTHING is more conducive to the enjoyment of leisure than to stroll about in the sunshine watching others exerting themselves to the utmost, and Easter Monday's meeting at Brands Hatch provided adequate, if not particularly thrilling, entertainment for the considerable crowd which understandably could think of nowhere better to go. Even the cars—particularly the 500s—conformed with the holiday's traditions by looking rather like bright, elongated Easter power-eggs as they chirruped and cackled round the paddock before the first event. Only R. E. D. Harrison's Cooper-Norton looked a trifle incongruous, propped on its side for vital attention to the operating gear of its rear inboard disc brake.

Two ten-lap heats for the *Sporting Record Trophy* sifted maestros from lubbers, the first heat contributing a starting-line stall for unlucky Number Thirteen (D. F. Iszatt's Cooper-J.A.P.), a spectacular emergency for D. J. Strange, whose Cooper-Norton charged earthworks defending the fast left-hander below Kidney Bend, and a sparkling win for E. Hall's blue and white Cooper-Norton. For six laps Lewis-Evans junior (Cooper-Norton) led Hall, but the latter pressed him very hard and slipped by during the seventh round, gaining distance steadily thereafter.

Iszatt's unlucky black Cooper was graciously allowed by the stewards to try another start in the back row of the second heat, but completed only one lap. Bridger's Cooper-Norton rushed away in the lead, but could not shake off Wicken and Boshier-Jones in similar cars, and for the rest of the race these three battled together with skill and chivalry, far ahead of the also-rans. Wicken took Bridger on the inside of Kidney during the second lap, but over-lapping tail-enders prevented him from gaining an appreciable



## Cracking Form at the Kent Circuit

lead, and Bridger again forced past him.

The contest for this trophy was concluded with two finals, one for the best in each heat, the other for the lesser exponents. The first was a rousing 15-lap race dominated by Wicken, Lewis-Evans and Bridger, who finished in that order. This time Lewis-Evans shot straight into the lead, hotly challenged by Wicken who was drifting his corners in the grand manner, but appeared to be baffled by the leader's tactics; Hall meanwhile pressed third man Bridger, left the track on the bottom straight and regained it, only to fall out with engine trouble at about half distance.

Wicken slipped through the Lewis-Evans defences near Druids, then Bridger followed suit on lap 11, but was repassed by Lewis-Evans on the inside at Fairways. The second heat was noticeably slower and less exciting, and was notable for the manner in which Sir T. Beevor, after an involuntary spin on the apex of Fairways, threaded his way back through the field to finish fourth with his Cooper-J.A.P.

Two 12-lap races for sports cars up to 1,500 and 1,200 c.c. respectively provided a glorious come-back for Peter Gammon, who last season had a greater share of poor luck than most. His sawn-off Cooper-Climax sounded very fit, and in its matt silver finish was a scaled-down reminder of pre-war Auto-Unions at the Avusrennen. Behind him in the 1,500

race Bailey's snow-white Tojeiro suffered from fuel surge or starvation on the bends, and despite tremendous speed on the short straights could not stave off Barnard's smart new Lotus-Climax and those of Hales and Stacey. Farther back Hicks got into the red at the approach to the Top Straight after a private dice with Bailey, and his engine received an over-draft of mud from an earth bank.

Silver City Airways offered a fine trophy for the 1,200 c.c. victor (Gammon again), and the finishing order for the first five was a repetition of the previous race, except that W. S. Frost was now wielding the Lotus-Climax previously driven by D. J. Hayles. A sideshow along Pilgrim's Rise was provided by M. P. Phillippe in the Ford-engined M.P.S., who left the road at high speed and sent up a fine shower of earth and body panels. Marshals were still on the run when the scene cleared to reveal the undaunted Phillippe back on the course at unreduced speed, naked but unashamed aft of the rear wheels.

There was a special race for J.A.P.-engined 500s, at the start of which four stalled, and after which Mr. Prestwich would have been horrified at the number of breakdown vehicles which had to clear up the course, one such towing two victims in parallel. This time unlucky Thirteen surrendered to Third Time Lucky, and Iszatt gave chase to such effect that at one time he lay second to Taylor's Cooper, the eventual winner, before falling sick and dropping back.

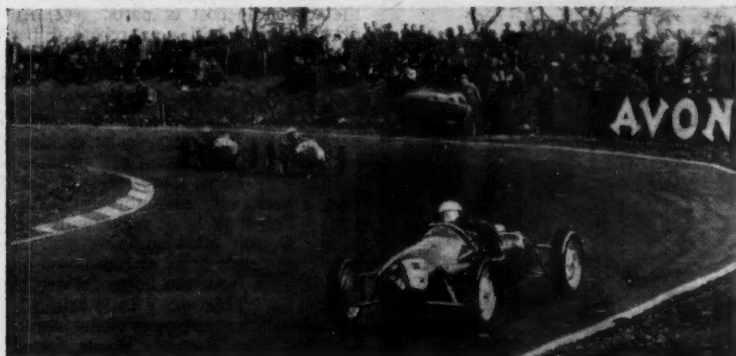
### PROVISIONAL RESULTS

Lap distance 1.24 miles

**Sporting Record Trophy** (formula 3)—Heat 1, 10 laps: 1, Cooper-Norton (E. Hall), 70.93 m.p.h.; 2, Cooper-Norton (S. Lewis-Evans); 3, Cooper-Norton (H. C. Taylor). Heat 2, 10 laps: 1, Cooper-Norton (T. Bridger), 71.47 m.p.h.; 2, Cooper-Norton (G. Wicken); 3, Cooper-Norton (D. Boshier-Jones). First (Main) Final, 15 laps: 1, Cooper-Norton (G. Wicken), 72.51 m.p.h.; 2, Cooper-Norton (S. Lewis-Evans); 3, Cooper-Norton (D. Boshier-Jones). Fastest lap: T. Bridger, 73.66 m.p.h. Second (Consolation) Final, 10 laps: 1, Cooper-J.A.P. (R. F. Mayne), 64.53 m.p.h.; 2, C.H.S.-Morton (C. W. A. Heyward); 3, Cooper-J.A.P. (C. G. Summers). Fastest lap: R. F. Mayne, 66.23 m.p.h. J.A.P. Race, 10 laps: 1, Cooper (H. C. Taylor), 67.13 m.p.h.; 2, Klett (G. M. Jones); 3, Arnott (T. J. H. Bennett).

**Silver City Airways Trophy** (Sports Cars up to 1,200 c.c. unsupercharged), 12 laps: 1, Cooper-Climax (P. D. Gammon), 68.71 m.p.h.; 2, Lotus-Climax (T. Barnard); 3, Lotus-Climax (W. S. Frost). Fastest lap: P. D. Gammon, 71.31 m.p.h.

**Extra Race** (formula 3), 10 laps: 1, Cooper-Norton (E. Hall), 68.82 m.p.h.; 2, Cooper-Norton (R. Barrett); 3, Cooper-J.A.P. (D. F. Iszatt). Fastest lap: Klett-Norton (G. M. Jones), 70.41 m.p.h.



Main formula 3 event was the First Final for the Sporting Record Trophy. Here the three leaders, G. Wicken, S. Lewis-Evans and T. Bridger, all driving Cooper-Nortons, tackle Druids Hill Bend

A COUPLE of months ago I discussed the current unrest in the factory-dealer relationship over here. Things looked pretty black then. The franchised dealers were throwing slings and arrows into factory salesmen for over-production and undue pressure, the factories were denying everything—and Washington was even in the act with a Senate subcommittee investigation.

Now, in just the last few weeks, the whole situation has improved. Seems like the manufacturers are literally "falling over themselves" to appease the suddenly important dealer body. Some franchise contracts have been entirely rewritten, freight rates are being readjusted, and factory sales pressure is falling off fast. At the same time production figures continue to drop. Two months ago the weekly car production rate was less than 10 per cent under the equivalent 1955 level; as this is written it's down over 25 per cent—and the effect of the usual spring selling splurge is still unknown. Meanwhile, stocks of unsold new cars in dealer warehouses and in transit climb. The figure reached an all-time high of over 860,000 units a week or so ago.

Off for a 3,000-mile long-distance test from New York to Los Angeles is this turbine-powered Plymouth. It would be no surprise if turbocars were listed in the U.S.A. amongst the 1957 models

# DETROIT

## Notebook

The 1956 model run is going to be a bad one for Detroit, and it may be that the mutual factory-dealer troubles will bring the two closer together than they've ever been before. I hope so. I've never believed the factories were the heartless profit machines they were painted in the Senate investigation. Why would they play fast and loose with a dealer network that is their very lifeblood? The factories and dealers need each other—and I think they both want to play fair.

Admittedly, the factory sales executives probably overestimated the market for new cars last year, and the resulting pressure brought to bear on the dealers to move some 7½ million cars is what started the whole ruckus. The dealers had a legitimate grumble for the way they were pushed around

in 1955. But I think—and so do a lot of industry observers—that the recent developments in the general factory-dealer relationship will prevent any recurrence of 1955.

TAKE the brand new General Motors dealer franchise contract, for instance. The term has been extended from one to five years. In franchise cancellation actions instituted by the factory, the dealer in question will have the opportunity to appeal to a permanent, impartial umpire, to be selected by mutual agreement of the factory and dealer organization. Previously a dealer's only appeal was before a "Dealer Relations Board," made up of top GM executives—and he wasn't even permitted to be represented by a lawyer!

If the factory *does* succeed in cancelling a franchise, the new contract gives the dealer a lot of additional protection from big loss. The factory offers to buy or lease his building (pending the installation of a new dealer there). Liberal provisions are made for the repurchase by the factory of unused parts in the inventory and tools in the shop. The result of the new provisions is that any dealer who has had his franchise cancelled should be able to recoup virtually the full worth of his business at short notice by selling out direct to the factory (though, of course, he is free to sell privately if he wishes).

Two more vital provisions of GM's new franchise contract will help prevent another recurrence of the wild trading days of 1955: (1) The factory will now absorb the full cost of warranty service work connected with the 90-day guarantee. Formerly they agreed to be billed for 60 per cent of the labour cost plus 110 per cent of the wholesale cost of parts. (2) All GM factories will now rebate 5 per cent of the wholesale cost of any unsold cars that have to be carried into a new model season.

Another recent and important development in factory-dealer relations is the virtual elimination of "phantom freight" by Ford, Chrysler, and GM (the others will undoubtedly follow suit). You may be familiar with this term. Detroit adds shipping charges to the wholesale price of cars based on the distance from the home factory to the dealer. This was a little misleading, though, because most of the manufacturers have assembly plants dotted here and there over the country—and the car the dealer was paying 2,500 miles of shipping on might have been





assembled 50 miles away. Result was that a "bootlegger" could buy a new car at practically factory wholesale cost from an overstocked dealer near Detroit, drive it or tow it to an outlying state and easily undersell the local dealer there who had to pay the heavy shipping charge.

Now this has all been eliminated. Freight rates are being readjusted to reflect closely actual shipping costs—both of sending parts to the assembly plants and getting the assembled car to the dealer. In most cases the wholesale cost of each model has been raised to spread the costs more evenly among all buyers. For example, on a Chev-

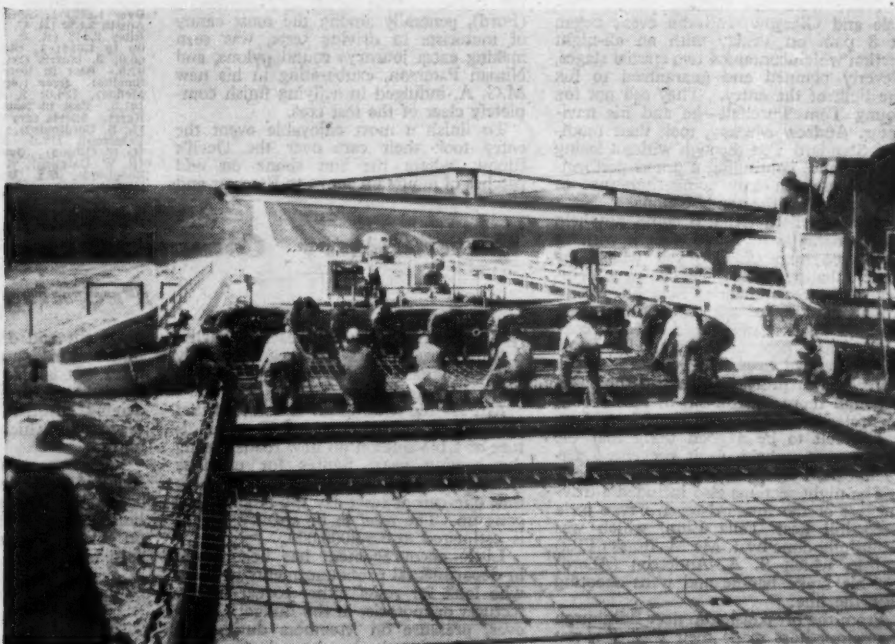
than "gratifying" to describe the acceleration of this car! I read a pull figure of 380 lb per ton on my accelerometer in direct drive at an indicated 110 m.p.h. (probably about 100 true speed). The sounds and smells were equally impressive! It had that healthy sound at 4,500 r.p.m. as if it were about to explode (and I think it was!) and, to me at least, the odour of petrol and oil fumes, hot paint, and so forth is half the joy of a fast ride.

Owner Al Schaffer is a speed equipment dealer in Columbus, Ohio. This happy combination of facilities, know-how, and contacts did a right smart job on that Thunderbird engine. All the

of times . . . and I'm sure I never travelled as fast as I did in that T'bird!

THE 1957 model rumour mill got a new shot of grist the other day when officials of the Firestone Tyre and Rubber Co. publicly predicted air suspension systems on some U.S. passenger cars "within the next year or two." Firestone have been a leader in the development of air suspension for several years now, and at present they manufacture rubber-impregnated nylon cord bellows for several bus and truck suspensions. They've got a big commercial axe to grind in this busi-

After a four-month break for the winter frosts, work has been resumed on the 236-mile Kansas turnpike. It will be open in October—a concrete commitment!



rolet saloon the greatest saving is in a radius of about 1,200 miles from Flint, Michigan; the reduction in freight charge is \$47, the increase in wholesale price is \$23—a net saving of \$24. This could be the difference between profit and loss on many a deal these days!

Detroit is out in earnest to give its harassed dealers a fair shake. Everybody is in trouble on the 1956 models, and it's a matter of sink or swim together. Six months ago things looked so bad in auto retailing that many observers were predicting the early demise of the franchised dealership system—and the rise of a sort of "super-market" sales outlet that sells and services all makes under one roof. I was among the prophets of doom! Now I don't know.

THE Ford Thunderbird road test in the February 10 issue of *The Autocar* recalls a memorable ride I had in a modified "T'bird" the other day. We'll have to use stronger adjectives

modifications Al will admit to are a standard McCulloch supercharger, opened-up and polished valve ports, Spalding dual-coil ignition, and an Edelbrock triple twin-throat manifold with a hand-built collector to adapt the three Holley carburetors to the single McCulloch discharge duct. If these, indeed, represent the only changes on Mr. Schaffer's engine, then all I can say is that copious carburation must be the secret of making the McCulloch blower really blow! The boost gauge, incidentally, showed 4.6 lb per sq in below the carburetors from 3,000 r.p.m. up.

And the car had speed to match the acceleration. When we got a good open stretch Schaffer let it out in over-drive (2.74 to 1 final ratio). Before I knew what was happening the rev. counter needle was wavering on the 4,800 mark. That figures out to 142 m.p.h. on my slide rule! Now, of course, that isn't possible. I don't believe it either. Must be a tach. error. All I know is this: I've exceeded a true 130 m.p.h. in modified cars a number

ness of air suspension; the manufacture of the rubber bellows or bags that form the "spring" in the general American conception of the air suspension layout will be a very lucrative effort for the company that gets in on the ground floor, so to speak. Firestone are not about to be beaten to the punch. Goodyear, Goodrich, and General feel the same way—and each has an extensive air suspension research programme.

Incidentally, right now it doesn't look like we're headed for the "air-hydraulic" set-up, as on the new Citroën, where wheel motion and static load levelling are handled through an hydraulic system balanced against a gas-filled chamber through a flexible diaphragm. Most U.S. research has been concentrated on an all-compressed-air arrangement. But you never know. Basic concepts can change quickly when the engineers start trying to build the deal in mass production for millions of buyers and purposes in every corner of the world—and for a few dollars!

ROGER HUNTINGTON, S.A.E.

# HIGHLAND GAMES

**O**LDER followers of the sport will remember the Scottish Sporting Car Club's Easter event as a tough two-day trial which brought expert competitors from all parts. In recent years the event became an enjoyable three-day rally, but not an arduous one. The members thought it was time some of the vanished glory was restored and, this year, in an event sponsored by the Scottish Daily Express, the Club provided a tough and well organized affair that catered for both drivers and navigators, and had the virtue of a rapidly produced results sheet at the end of each day.

There were two starting points, Carlisle and Glasgow, and the event began at 8 p.m. on Friday with an all-night section which contained two special stages, cleverly planned and guaranteed to fox the bulk of the entry. They did not fox young Tom Threlfall—he and his navigator, Andrew Mackay, took their modified Standard Ten through without losing a mark and, continuing a grand performance, were the only competitors not to lose marks on the road sections.

Sydney Allard (Allard) could not help losing marks as he found himself with an Ordnance map of Cornwall which, by some unhappy chance, had the same number as the recommended Scottish map.

The marking of the sections including manned checks, unmanned checks, code words, sign post markings and dummy checks, tended to over-penalize the entry. Neil Brown protested against this and, although there is criticism of the amount of protesting that is current these days, it was felt to be a good thing that the protest was upheld, as it prevented disqualification of a number of competitors.

The night sections also included a driving test of the forward-reverse type on a steep hill near Talla Linn, which was beautifully done by J. Mc M. Innes (TR2) and in which S. A. Anderson (Allard) lost his brake handle and went shooting over the line.

From the breakfast stop near Edinburgh the competitors made their way to a test at Charlestown-on-Forth and another on Logie Kirk. The first was a long forward and reverse in which Anne Neil (Morgan) stalled her engine after a long reverse and in which Ronnie Dalglish (TR2) made the best time of the entry, as he was to do in four out of the ten tests which added a constant interest to this Highland Rally.

The second of the Saturday tests was a speed climb of Logie Hill, interrupted by a reverse on the hairpin bend—where Sydney Allard left his rear bumper while making fastest time of the day. Neil Brown was exciting to watch in his TR2 but it cost him penalties, and Bill Cleland (Ford Zephyr) may have taken the hairpin wide but he made up for it by a lovely burst of speed over the finish line.

Thereafter the competitors motored smartly through Aberfoyle and over the Duke's Pass to the Trossachs, with the passing scene very lovely indeed. In due course they came to the rough, rough road from Amulree to Kenmore, which competitors in the Scottish Rally will remember. It was part of a special stage, and the entry really had to press on; L. S. Cordingley (M.G. TF) declared that he didn't think it was as rough as usual and that the scenery he had passed through made up for things. His opinions were rewarded by his taking of a class award.

After the night stop a special stage took the entry from Pitlochry to Errol aerodrome where five very diverse driving tests were laid out on the runways. These ranged from a rapid roundabout into a garage, to a parking test that revealed our everyday manoeuvres in the city to be even more difficult than imagined; there was also a multi-garaging test that taxed the memory as well as driving ability of most competitors.

Notable performers on these tests were Ronnie Dalglish (TR2) and Morris Smellie (Ford Anglia); M. Sutcliffe put up a grand show in the parking test with his Morris Minor. Bob Macpherson (Ford), generally among the most canny of motorists in driving tests, was seen making extra journeys round pylons, and Ninian Paterson, exuberating in his new M.G. A, indulged in a flying finish completely clear of the test area.

To finish a most enjoyable event the entry took their cars over the Devil's Elbow, where the sun shone on odd patches of mountain snow, to Braemar and

Balmoral, and a triangular driving test above Potarch. This was performed very smartly and neatly by George Gibson (M.G. A) and Morris Smellie (Ford Anglia) and then led to some hectic motoring to the last driving test of the event—a downward dash on a steep hill to stop within a prescribed area.

Sandy Muir bent his nice new Rapier doing this one, but it was one of the few mishaps in a fine event which ended in a merry gathering at Glenaeles where prizes were presented by Margaret Lithgow, wife of the S.S.C.C. chairman.

## RESULTS

Best performance: Standard 946 (T. J. Threlfall), 66.0 marks lost.

Class awards: Production touring cars up to 1,000 c.c.: 1. Ford 955 (R. D. Macpherson), 96.5; 2. Standard 946 (R. C. C. Carmichael), 134.0. Best in tests: Austin 803 (G. Horrocks), 1.001 to 1.008; 1. Ford Anglia 1.172 (A. Mackenzie), 102.0; 2. Ford Anglia 1.172 (D. N. Campbell), 106.5. Best in tests: Ford Anglia 1.172 (S. E. L. de Casenbroek), 97.5; 1. Sunbeam 2.167 (D. Jack), 92.0; 2. Austin 2.639 (R. C. Dymock), 123.0. Best in tests: Riley 2.443 (R. S. Taylor), 97.5. Special touring cars up to 1,600: 1. Standard 946 (T. J. Threlfall), 68.0; 2. Morris Oxford 1.489 (C. R. Williamson), 97.5. Best in tests: Ford Anglia 1.172 (G. M. Smellie), 97.5. Over 1,600: 1. Jaguar 3.443 (H. A. G. Meikle), 124.0; 2. Allard 4.375 (S. H. Allard), 141.5. Best in tests: Jaguar XK140 3.442 (P. D. Kerr), 117.0. Sports cars up to 1,600: 1. M.G. TF 1.250 (L. S. Cordingley), 112.5; 2. M.G. A 1.489 (N. L. Paterson), 117.0. Best in tests: M.G. A 1.489 (G. T. Gibson), 97.5. Over 1,600: 1. Triumph TR2 1.991 (R. W. Dalglish), 79.0; 2. Triumph TR2 1.991 (W. Shepherd), 89.5. Best in tests: Morgan 1.991 (R. Grant), 89.5.

## Westminster Commentary:

### Promise of Spring

**A**FTER the Easter recess, Parliamentary affairs took a distinctly financial turn in preparation for the Budget on April 17.

Mr. Harold Watkinson announced that the Exchequer had provided for expenditure of £14½ million on new roads during the coming year; figures for previous years have been £5 and £8 million, so that one can at least say the amount has gone up. The total to be spent on roads is estimated at £90,000,000.

Little encouragement has been given in departmental pronouncements to those who look for relief either to car manufacturer or motorist in the Budget. However, pressure on Members during the past three months has been heavy, both from Unions and other bodies who are unhappy about unemployment and short-time working in the Midlands; whether or not the Government is sufficiently worried to relax restrictions in order to stimulate demand for cars remains to be seen. Certainly Mr. Peter Thorneycroft, President of the Board of Trade, has made it clear that the motor industry was felt to be strong enough to take care of itself.

The Restrictive Trade Practices Bill is to have two full days before budgetary debates in order to launch the committee stage. The measure is thought to be so important that it will be considered on the floor of the House.

The Road Traffic Bill seems to have gone into hibernation, as there is still no news of the report stage. It is now almost a year since the measure was reintroduced, and if the present session of Parliament ends in July when the House rises for the summer recess, there is not a lot of time left. The Bill is already unwieldy, and the Minister of Transport is still tabling amendments. The latest to be added concerns insurance. It proposes giving a loophole to a person charged with using a vehicle not properly insured, if he could prove that he was not the owner, or if he was using it in his em-

ployment and did not know, or suspect, that a third party insurance was not in force. It is also proposed to abolish the magistrates' present discretion to limit driving disqualification to the type of vehicle in which the offence was committed.

"Very soon after Easter" Mr. Watkinson hopes to decide whether or not to accept the principle of a differential speed limit. This will be an important decision on what he aptly described in the House as a tapering-off process round London.

STUDENT OF POLITICS.

### Government Tested Used Cars

**A**LL cars being offered for sale by Ferraris of Cricklewood, Ltd., of London, have a clean bill of health from the Government vehicle testing station at Hendon. Cars are checked over at the firm's workshops, where a certain amount of new equipment has been installed, then taken to the testing station. Cars that do not get a completely clean sheet are taken away for attention and returned for a further test.

At the vehicle testing station the emphasis is on road safety, engine wear, for example, being left out of the inspection. However, a specialist check is of considerable value when a car changes hands. This move by Ferraris has been welcomed by the Ministry of Transport, and it is hoped that other dealers within reach of the station will take advantage of the facilities, even if this made necessary an extension to the station, or the erection of others in different areas.

If annual testing of all cars proves impracticable which seems likely despite Ministerial optimism, a pointer has been provided to a possible compromise. With one or more testing stations erected in each city, and Ministerial inspectors visiting outlying areas, it might be possible at small cost to check cars at least when they change hands.

# Ferodo First

## GOODWOOD INTERNATIONAL MEETING

1<sup>st</sup>

Lavant Cup  
**COOPER-CLIMAX**  
R. Salvadori

1<sup>st</sup>

Sports Car Race (A)  
David Brown **ASTON MARTIN**  
Stirling Moss

2<sup>nd</sup>

H.W.M. G. Abecassis

1<sup>st</sup>

Sports Car Race (B)  
**COOPER-CLIMAX** R. Salvadori

2<sup>nd</sup>

**COOPER-CLIMAX** J. Russell

3<sup>rd</sup>

**COOPER-CLIMAX** L. Leston

Results subject to official confirmation

*Fit race-proved*

# FERODO

Anti-Fade **BRAKE LININGS**





# ANOTHER SUCCESS ON **BP PRODUCTS**

**GOODWOOD**

**RICHMOND FORMULA ONE  
(GLOVER TROPHY)**

**1st. Maserati  
STIRLING MOSS**

also the lap record for the circuit of 95.79 m.p.h.

(Subject to official confirmation)

**Using BP Fuel and BP Energol** *(Special Racing Blend)*



THE BP SHIELD IS THE TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

# The Sport

## EASTER GOODWOOD EMPIRE TROPHY

**IT WAS VERY SAD**—if something of a relief—that Archie Scott-Brown's Connaught blew up and put an end to his magnificent dice with Stirling Moss at Goodwood on Easter Monday. While it lasted it was breath-taking, and the blow-up was in keeping with the battle itself—a large hole in the crankcase with conrod, bits and pieces of piston and what-not lying in the undertray. What the cause was is not, at present, known. The engine had been over-revved during practice and, before the race started, a crack had been noticed in a valve cover; this may have widened and developed into an oil leak.

Before Moss passed the Connaught into the lead the brakes had suffered from an unaccountable fading on the front wheels which transferred the greater braking effect to the rear wheels, making the approach to corners extremely tricky; it appears that Leston's car suffered from the same trouble. The fact remains, however, that for a few glorious laps the Connaught was leading the works Maserati, driven by the potential World Champion; even when the brakes were playing up and the Maserati was gaining into corners, the Connaught seemed slightly faster on the straights.

On its first appearance this year, with a winter's development behind it, the performance of the new B.R.M. must be considered a little disappointing. In spite of the marvellous getaway made by Hawthorn, he was soon caught by Scott-Brown's Connaught and Moss' Maserati. The car had, in fact, jumped out of gear during the race; as a result of this some valves were bent which would explain its lack of power after the second lap. Undoubtedly, the car is extremely light; an estimated weight, on the starting line complete with driver, is 1,600 lb. There is still evidence of a twitch at the back end when power is turned on, coming out of a corner—which may have been the cause of Hawthorn striking the chicane on one or two occasions.

Development work still seems to be in progress on the induction side; one of the cars had a gauze air intake in the bonnet adjacent to the carburettors, the other taking its air from the nose of the car. Hawthorn's car was fitted with Lockheed disc brakes—the first racing car to be so equipped—their operation

served by a pump driven by the nearside camshaft. Brooks' car was fitted with Dunlop disc brakes. The single transmission brake unit at the rear has been provided with a cooling duct and cowl to assist in heat dissipation.

The fuel injection system on the Moss Maserati was an interesting installation, and appeared to be an experimental set-up. The six-cylinder injection pump was mounted on the left-hand side of the engine, underneath the exhaust manifolds, and operated by an external triple roller chain from a spiral gear driven off the vertical magneto drive shaft on that side. Port injection is used, and each injection nozzle is situated in the individual throttle bodies, which appear to have been adapted from motor cycle type carburettors.

It seems that the engine mountings of the 1½-litre Climax engines in the Coopers will need some modification. They were suffering from vibration, and Les Leston retired due to the dash-pot screws working loose on the SU carburettors. With the bigger pistons of the 1½-litre engine, the vertical out-of-balance forces inherent in any four-cylinder engine are obviously more pronounced than in the smaller 1,100 c.c. version. To counteract this the engine mountings need to have flexibility in a vertical plane. A simple modification to these mountings should easily overcome their troubles.

**TOMORROW** comes the B.R.D.C. Empire Trophy at Oulton Park, run as three heats and a final. Entries are splendid and include practically every worthwhile sports car in this country—and one or two from other countries.

The first, 1½-litre, heat will see the following on the starting grid: Salvadori, Russell and D. Taylor, in works-entered 1,500 c.c. Coopers; Leston and Bueb driving similar,

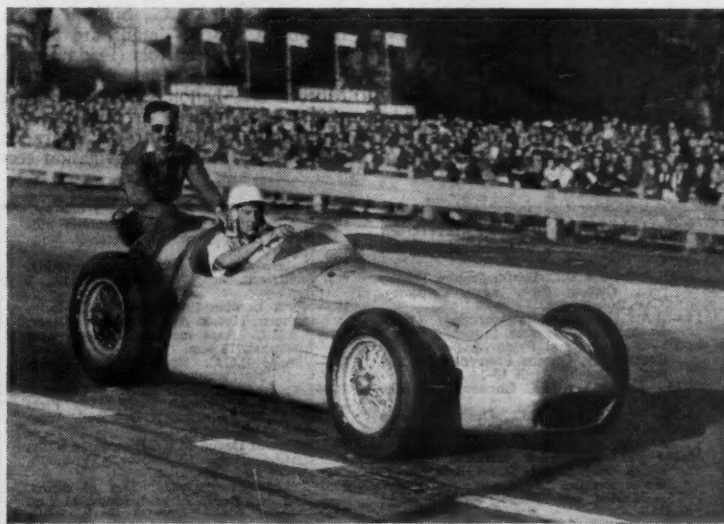
privately entered cars; C. A. S. Brooks in the Peter Bell 1½-litre Connaught; Chapman, Bicknell and Allison in works-entered 1½-litre Lotuses, and Mike Hawthorn (if he is better by then) in Ivor Bueb's 1½-litre Lotus; Joachim Bonnier with a 1½-litre Maserati, and, as there will be no official Maserati works team at Syracuse on Sunday, Stirling Moss has been released to drive a 1½-litre Cooper-Climax.

Heat 2, from cars from 1,501 to 2,700 c.c. will see Reg Parnell driving a 2½-litre Aston Martin, as he did in last year's race; Jacques Swaters, in the *Ecurie National Belge* Ferrari Mondial; Horridge, Nurse and Moore in Lister-Bristols; Scott-Brown (last year's winner) in the new Lister-Maserati; Anthony, Kasterine and Scott-Russell in Lotus-Bristols and Michael Young in the Lotus-Connaught.

Finally, the heat for sports cars over 2,700 c.c. will have a fine showing of Jaguars and Aston Martins, with a 3½-litre Alfa Romeo (Wharton, driving Bonnier's car) and a 3-litre Ferrari (Mackay Fraser) to add the foreign flavour. Two *Ecurie Ecosse* D-type Jaguars will be driven by Sanderson and Titterton; D-types from "south of the wall" will be driven by Hamilton and Berry. Abecassis and Cunningham-Reid will drive works-entered H.W.M.s, and DB3S Aston Martins will be driven by Baxter, Bryant and Graham Whitehead.

All three heats will be over 16 laps of the 2.76-mile circuit (44.17 miles); heat 1 starts at 1 p.m., heat 2 at 2.10 p.m. and heat 3 at 3.20 p.m., followed by the final.

**BOOKINGS** for the *Daily Express* Silverstone meeting on May 5 have been very heavy indeed. Seats in the pits grandstand (at 30s a time) are all full; there are still a few seats available in the Abbey curve and Stowe corner



After the main event at Goodwood on Easter Monday, Stirling Moss, in the winning Maserati, picked up Archie Scott-Brown and gave him a lift back to the pits

## The Sport

stands (at 25s) and grandstand parking space is available at 10s a car. "All-in" car tickets (car plus as many people as you can cram in) cost 25s if booked beforehand, and 30s on the day. Advance bookings can be made through the *Daily Express*, Fleet Street, London.

At this stage entries are, of course, very far from being tied up—particularly as regards the foreign cars. It looks as though there may be two Ferraris in the formula 1 event, driven by Fangio and Collins, also a new 2½-litre sports Ferrari, to be driven by Gendebien, for the sports car race.

**MIKE HAWTHORN'S** injuries at Goodwood on Easter Monday are not as serious as at first was rumoured. There are no broken bones; apart from a thorough shaking and bruises he is undamaged, the remedy being a good rest.

**IN SPITE OF A RUMOUR** to the effect that the Prince Rainier-Grace Kelly wedding is costing the Monégasques so much that they cannot afford to run the Monaco Grand Prix, Mr. Taffe assures me, in answer to a cable, that it will be held on May 13.

**A FURTHER CANCELLATION** in the rapidly changing Calendar: The Hyères 12-hour race for sports cars, scheduled for May 5-6, will not now take place.

**TWO OF THE NEW** Sunbeam Rapier 1,390 c.c. saloons have been entered for the Mille Miglia, to be held at the end of this month. One car will be driven by Sheila van Damm and Peter Harper and the other by two experienced German drivers, Wulf Viznewski and Fritz Boesmiller. The second car is privately owned and entered, with assistance, of course, from

the Rootes Group. There is no intention on the part of the manufacturers of building up a racing reputation for the Sunbeam—only a matter of showing the flag and demonstrating the company's belief in proving a car in competition.

**THE R.A.C. WEST** has announced that, because of the new French law that forbids the participation of any type of sports car in rallies held on French territory, no entries in Category 4 (series production sports cars) can be accepted for the Tulip Rally.

**IN THE RALLY TRIFELS**, held in Germany on March 23 and 24, Triumph TR3 cars scored first, second and third places in the class for sports cars over 1,600 c.c. All three cars were driven by American Servicemen stationed in Germany, the winner of the class being R. Bailey.

**SCOTTISH RALLY** regulations are available and can be obtained from the Royal Scottish Automobile Club, Blythwood Square, Glasgow, C.2. The event is held during Whit week, when Scotland is looking at its best. Because of an oversight, the regulations do not mention in the list of awards the Husband and Wife prize. Introduced for the first time last year, this award goes to the highest placed married couple, competing together and unaccompanied.

Navigation does not play an important part in the rally, the emphasis being on tests and scenic runs; there are no night sections.

**REGULATIONS** for the Lancashire A.C.'s annual Morecambe National Rally, to be held from May 11 to 13, are now available from J. Taylor, c/o The Lancashire A.C., Suddell Cross, Blackburn. Brief details are as follows: Starting controls (Friday evening, May 11), Glasgow, Buxton, Morecambe, Luton, Pontefract; road section 300 miles; driving tests at Morecambe on Saturday afternoon and Sunday morning; navigation sec-

tions and time checks included in the road section. Seventh series Ordnance Survey one-inch maps, numbers 83, 89, 90, 95, will be required, also sixth or seventh series edition of 84.

Entries close on Friday, April 20.

**FELLOW CREW MEMBERS** of the Austin A.50 have drawn my attention to a miscalculation of our average speed from Bolney to Silverstone (page 266, *The Autocar*, March 23). It was not, of course, anything like so fast as 50 m.p.h. We had 130 miles to cover between 04.16 and 08.48, including the fuel stop. In sub-editing, the Ken Best sarcasm was made to appear a statement of fact. This will teach me not to sleep on rallies.

**TWO WORKS-ENTERED** Connaughts—both Syracuse models—will be seen at the Syracuse Grand Prix on April 15. Desmond Titterton will drive one of the cars and local driver, Piero Scotti, the second. This does not mean that there will be no Connaughts at Aintree on April 21; subject to the usual provisos about satisfactory starting money, the cars will be at Aintree too.

**ONCE AGAIN**, the London M.C. will be holding its annual Annecy Week, full details of which can be obtained from D. W. Price, Braemar Works, Neasden Lane, London, N.10. Briefly, the outing represents a pleasant week of planned excursions, a visit to a night club, an 80-mile rally for any type of car and a driving test competition in the middle of the town of Annecy. The week lasts from June 10 to 17, the competitions being held on June 14 and 15.

**BOB SWEIKERT**, of Indianapolis fame, who finished third in a Jaguar in the Sebring 12-hour race, seems to have been bitten by the bug. After Sebring he is said to have remarked, "I found out I like it. If you are going to call yourself a race driver, and a good one, you should be able to drive in all kinds of equipment, in all races." He plans to drive in all possible European Grands Prix next season and, even more interesting, in an all-American car—except the transmission—"which will have to come from Europe," he reckons.

**EVENTS COUNTING** towards the International Championship for Sports Cars—the *Coupe de la Commission Sportive Internationale*—this season are as follows: Buenos Aires 1,000 kilometres, Sebring Twelve Hours, Mille Miglia, Swedish Grand Prix, Nurburgring 1,000 km., Dundrod Tourist Trophy, Carrera Panamericana. New to the list is the Swedish G.P., and Le Mans is conspicuous by its absence.

For each of these events, points will be allocated as follows: To the make

### COMING SHORTLY

APRIL 14.—B.R.D.C. British Empire Trophy race, Oulton Park, near Tarporley, Cheshire, 1 p.m.

14.—B.A.R.C. Members' meeting, Goodwood, near Chichester, Sussex, 2 p.m.

14-15.—Blackpool and Fylde M.C. Coast to Coast Rally, Queens Promenade, Blackpool, midnight, April 13-14.

14-15.—Cheltenham M.C. Cheltenham Jubilee Rally.

14-15.—Huddersfield M.C. Dusk 'til Dawn Rally, Crescent Hotel, Ilkley, Yorkshire, 10 p.m.

14-15.—M.G. Car Club (Midland Centre), Welsh Rally, Market Street, Bromsgrove, Worcestershire, 8.30 a.m.

14-15.—Malden and District M.C. Night Rally.

14-15.—Southsea M.C. Hunt Trophy Rally, The Avenue, Southampton, Hampshire; 2 p.m.

15.—Syracuse G.P., Sicily.

15.—B.A.R.C. (S.W. Centre). Brunton hill-climb, Brunton, near Ludgershall, Wiltshire, 2 p.m.

15.—Eastern Counties M.C. Race meeting, Snetterton, near Thetford, Norfolk, 2 p.m.

15.—North London Enthusiasts' C.C. Driving tests, Heston Aerodrome, Middlesex.

21.—B.A.R.C. Race meeting, Aintree, near Liverpool, 11 a.m.

21.—Vintage S.C.C. Race meeting, Silverstone, Northamptonshire, 12.15 p.m.

21.—London M.C. Little Rally.

21.—Sunbuc. Llandudno Rally, Holt Fleet Hotel, Holt Fleet, near Droitwich, Worcestershire, 8 a.m.

21-22.—North Devon M.C. Ilfracombe Rally, starting from Ilfracombe, Plymouth, Bristol and Salisbury.

22.—Thames Estuary A.C. Day of dicing, Matching Green Airfield, Essex, 11 a.m.

22.—Veteran C.C. Woburn Park Rally, Woburn Park, Bedfordshire, 10 a.m.

22.—Brent Vale M.C. Founder's Trophy driving tests, Heston Aerodrome, Middlesex, 2 p.m.



## The Sport

of car first in the general classification, 8 points; second, 6 points; third, 4 points; fourth, 3; fifth, 2 and sixth, 1. For each make, only the best-placed car in the classification will be taken into consideration. In the case of a tie, the make which has obtained the greatest number of wins—or, if need be, of second places—would be the winner. Failing this, as a deciding influence, the make which has competed in the greater number of events will be the winner. For each make, the total of points scored in more than half the number of events actually held shall be computed (i.e., 5 events

out of 8; 4 out of 7 or 6, and so on).

**COPIES OF** the regulations, with English translations, for the Geneva Rally are now available and can be obtained from the Administration Centrale, A.C.S., Laupenstrasse 2, Berne.

The rally counts towards the European Touring Championship and runs from May 25 to 27, starting and finishing in Geneva. Competitors will follow a common route incorporating seven time controls, and two secret checks, requested by the French authorities, will be disposed along the route. The average speed on French territory will be 34.18 m.p.h. (minimum) and 46.61 m.p.h. (maximum). On Italian territory the average will be 31.07 m.p.h., with an allowance of ten minutes early on the theoretical time of arrival. In Switzerland the average is the same as in Italy, with

a similar early allowance, and, on the regularity test (Aigle to Oron-la-Ville and Orbe to St. Cergue), the speed to be observed is 27.96 m.p.h. (45 k.p.h.).

In each category, cars will be divided into four classes: Up to 1,000 c.c.; 1,000-1,600 c.c.; 1,600-2,000 c.c. and over 2,000 c.c. Entries must be in by 12 p.m. on May 1.

**THE MOSS MASERATI** is not, after all, to be sold to Jack Brabham; it is to be kept for another two months or so, and will run at Aintree next weekend. Jack Brabham is to buy the Owen-owned Maserati.

**The GERMAN G.P.**, at the Nurburgring, will be for sports cars this year, not formula 1. The date for the race has been changed from July 29 to August 5.

PETER GARNIER.

## CLUB NEWS

**Mid-Thames C.C.**—On Sunday, May 6, the club is joining forces with the Malden and District M.C. to run a sprint meeting at the Brands Hatch circuit, in Kent. There will be classes for saloon and sports cars, and regulations are available from the secretary of the meeting, R. W. Avey, 5, Cardinal Avenue, Kingston-on-Thames, Surrey.

**Circle C.C.**—Clubs invited to compete in the annual night navigation rally, which will take place on May 5-6, are Chiltern C.C., Combined Universities M.C., Hants and Berks M.C., Harrow C.C., Herts County A. and A.C., M.G.C.C. (S.E.) and North London E.C.C. The route will cover 250 miles in the counties of Herefordshire, Buckinghamshire, Bedfordshire and Essex. Competitors will start from Bignells Corner, South Mimms, Hertfordshire, at 10 p.m., and the finish of the rally will also be in South Mimms. Entries should be sent by April 28 to G. S. R. Dewnap, Caer Glow, Rickmansworth Road, Northwood, Middlesex.

**Bentley D.C.**—The Merry-go-round Rally, which was to have been held on April 7-8, was cancelled owing to lack of entries. The minimum entry stipulated in the regulations was 50 cars, but entries received only reached a total of 35.

**250 M.R.C.**—This Sunday (April 15) will see the club's first race meeting of the 1956 season. It will take place at Brands Hatch, near Fawkham, Kent, starting at 12.30 p.m.

**West Hants and Dorset C.C.**—Regulations for the third Blandford Hill-climb, to be held on Saturday, May 12, are available from the secretary of the meeting, R. R. Mountford, 6, Orchard Avenue, Parkstone, Poole, Dorset. Invited clubs are B.A.R.C., B.R.S.C.C., Bugatti O.C., Gosport A.C., Hants and Berks M.C., Seven-Fifty M.C. and Vintage S.C.C. There are classes for saloon cars, production sports cars, competition sports cars and racing cars. The course, which is situated in Blandford Camp, Dorset, is one kilometre in length, starting downhill and then climbing a 1-in-14 gradient. Entries in the hill-climb are limited to 100 plus 20 reserves; the entry list closes on Saturday, April 28.

**Thames Estuary A.C.**—Over 100 entries were received for the Anniversary Rally, a closed-to-club event, which was run on Sunday, March 25. The route lay through some of the loveliest parts of Essex and Suffolk, starting from the Chelmsford by-pass and finishing at Navestock, near Brentwood. Four driving tests were included, and, as the organizers had arranged an easy road schedule, the test times were needed to decide the winner of the rally.

### PROVISIONAL RESULTS

**Best performance:** Triumph TR2 (A. R. Wheeler), 837 marks lost.

**Class awards:** Closed cars up to 1,500 c.c.: 1

Standard Ten (G. F. Webb), 1,010; 2, M.G. Magnette (J. G. Yannaghas), 1,060; 3, Hillman (P. S. R. Smith), 1,189. **1,501 to 2,000:** Ford Consul (H. F. Watson), 1,467. **Over 2,000:** 1, Ford Zephyr (H. Terry), 1,041; 2, Mercedes-Benz 300SL 1,094 (W. J. P. Tillyard), 1,094; 3, Sunbeam (G. C. Willard), 1,197. **Open cars up to 1,500:** 1, Dellow (A. E. H. Parsons), 902; 2, M.G.A. (I. Mantle), 961; 3, Dellow (A. E. Cloghorne), 1,139. **1,501 to 2,000:** 1, Triumph TR2 (D. P. Davis), 975; 2, Triumph TR2 (B. A. Page), 1,037. **Over 2,000:** Austin-Healey (J. P. D. Terry), 1,000.

**Specials and supercharged cars:** M.G. (N. Dunton), 1,228.

**Team award:** M.G. Magnette (J. G. Yannaghas), M.G. TD (J. O. Georgiades) and Sunbeam-Talbot (J. M. Yannaghas), 3,972 aggregate.

Since the full provisional results of the Cats' Eyes Rally were published in last week's issue, further checking of the marks by the organizers has revealed that J. Pocock, driving a Jaguar Mark VII, won the class for production touring cars over 2,500 c.c. R. W. Parker (Austin Westminster), who was given as the class winner, now takes second place in the class.

### HORSHAM AND DISTRICT M.C. AND L.C.C.

The Spring Rally on March 18, which attracted an entry of 75 cars, consisted of a regularity section, an 80-mile navigational run and some special tests.

#### RESULTS

**Spring Cup (Best performance):** Morris (B. R. C. Brinkler), 16 marks lost. **Best in opposite class:** Lea-Francis (A. T. Rogers), 45. **First-class awards:** Closed cars: Ford (C. G. Carpenter), 16; Ford (E. G. Smith), 20; Morris (D. G. Wuts), 20; Austin (J. J. Butcher), 37; Morris (R. J. Stringer), 38. **Open cars:** M.G. (R. Shrimpton), 59; M.G. (P. M. Hester), 60. **Second-class awards:** Closed: Standard (J. S. E. Leighton), 48; Ford (K. Lurcock), 47; Austin (S. P. Maguire), 50; Hillman (A. F. Miller), 56. **Open:** Jowett (J. H. Bates), 60.

**Team award:** Horsham and D.M.C. and L.C.C. — C. G. Carpenter and A. F. Miller, 72 aggregate.

**Sunbac.**—The Colmore Trophy Trial, a qualifying event for the R.A.C. trials championship, took place on Saturday, March 24. The premier award, the Colmore Trophy, was won by R. W. Faulkner, who drove an 1,172 c.c. Paul Special and lost no marks. Fifteen marks were lost by the runner-up, R. W. Phillips, in an 1,172 c.c. Fairley; he won the Rhode Cup. A special award, the Langley Trophy, was given for the best performance by a driver who had never qualified to compete in the R.A.C. championship trial, and this went to R. Davis (747 c.c. Austin), who lost 21 marks. Drivers winning souvenir awards were M. R. B. Cannon, P. Barden, F. T. Lewis, G. J. Newman, M. H. Lawson, A. E. Marsh, B. H. Dees, R. F. Chappell, B. J. Odenham and R. Kemp.

**Renault O.C.**—On May 26 a night navigation rally will be held, starting from the Abbey Hotel, North Circular Road, London, N.W.10. The first car will leave at 9 p.m.

**Isle of Wight C.C.**—Clubs invited to compete in the fifth annual rally and concours d'élégance on May 4-6 are B.A.R.C., London

M.C., M.C.C., Herefordshire M.C., Cheltenham M.C., West Hants and Dorset C.C. and Southsea M.C. The rally will be organized on the same lines as in previous years. It will start in the afternoon of Friday, May 4, and the 480-mile route will take competitors to Wales for night navigational sections. Regularity and driving tests will be held in the Isle of Wight on the Saturday, followed by the rally dance and prize-giving. On Sunday, May 6, the concours d'élégance will take place at Ryde. Full details of the two events can be obtained from Mrs. I. Wooldridge, Delamare Hotel, Sandown, Isle of Wight.

**West Essex C.C.**—The club's National speed trial on Sunday, April 29, will take place at Matching Green airfield, Essex. Timed runs will start at 11 a.m., and there are classes for saloon, sports and racing cars. Regulations are available from the secretary of the meeting, A. J. Beagle, 2, The Lees, Avon Road, Upminster, Essex. Entries close on Monday, April 23.

**Snowbound,** treacherous and icy roads caused the cancellation of the second Clover Leaf Rally, which was to have taken place on February 11-12. The organizers came to this decision after consulting the R.A.C. and the police.

**Lancashire and Cheshire C.C.**—The fifteenth Derbyshire Sporting Trial on April 22 is a qualifying event for the R.A.C. trials championship and the B.T.D.A. Gold Star competition. It is open to members of the London M.C., Sheffield and Hallamshire M.C., North Midlands M.C., Yorkshire S.C.C., Sunbac, Lancashire A.C., Hagley and D.M.C. and the promoting club, and to entrants in the R.A.C. championship. The trial will start and finish at the New Inns Hotel, Alsop-en-le-Dale, near Ashbourne, Derbyshire. Entries, which close at noon on Tuesday, April 18, should be sent to the secretary of the meeting, J. A. Sivey, 7, Brookfield Crescent, Cheadle, Cheshire (telephone, Gatley 2917).

**South of Scotland C.C.**—F. D. D. Bogie, in a Jowett Javelin, won the navigation rally held on January 29. He lost ten marks; the runner-up, J. McDowall (M.G. Magnette), lost 60 marks and R. Miller (Jaguar), who was third, 273.

Club officials for 1956 are: chairman, F. D. Dundas; vice-chairman, W. J. Cambridge; secretary and treasurer, H. L. Nicholson, 15, Bank Street, Dumfries.

**Mercedes-Benz Club.**—The annual dinner and dance will take place at the Dorchester Hotel, London, W.1, on Wednesday, May 2, and Stirling Moss will be the guest of honour. Tickets at £2 2s each can be obtained from A. G. Deuchar, King's Arms Hotel, East Molesey, Surrey.

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## In BRIEF

The Public Schools Appointments' Bureau is receiving a donation of £100 a year for three years from the Dunlop Rubber Co., Ltd.

The Rootes Group have appointed a new overseas sales representative. He is Mr. James Watt, who has been with the Bristol company for the past four years.

Mr. C. H. G. Foan, who for two years has been adviser on mechanical cultivation to the Greek Government, has been appointed resident representative of F. Perkins, Ltd., the Peterborough diesel engine company, in the Middle East.

Small and Parkes, Ltd., makers of the Don brake and clutch linings, are now operating in the Republic of Ireland through Small and Parkes (Ireland), Ltd. The company's area manager is Captain J. Douglas, who has become a director of the new company, with its head office at 35, Westland Row, Dublin, C.9.

Charles Wensley and Sons, Ltd., coach-builders and Vauxhall and Bedford dealers, of Wakefield, have been acquired by Glanfield Lawrence, Ltd., whose activities have hitherto been confined to southern England and Wales. Mr. J. P. Shaw, A.M.I.Mech.E., has been appointed general manager of the newly acquired company, and joining the board is Mr. H. M. Perryman, general service manager of the Glanfield Lawrence Group, in charge of the parts and works departments.

Sir George Barnett, H.M. Chief Inspector of Factories, recently presented, at Wolverhampton, the Hinshaw Trophy to the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., for the lowest number of disabling industrial accidents in 1955 occurring in Goodyear factories outside the U.S.A. Out of a total of 7,310,000 man-hours worked, Goodyear in Britain had had only four disabling accidents during the year. The Trophy is competed for by 16 Goodyear international companies outside the U.S.A., and this is the first time that it has been won by the Wolverhampton factory.

High Duty Alloys, Ltd., of Slough, have acquired the die cast foundries of Renfrew Foundries, Ltd.

The Avon India Rubber Co., Ltd., announce the appointment of Mr. D. Hill as general line representative in the county of Nottingham south of Mansfield.

Mr. A. R. ("Peter") Warrilow, formerly retail manager of Warwick Wright, Ltd., has joined the head office staff of the Rootes Group at Devonshire House, Piccadilly, as retail sales manager. He succeeds Mr. M. Delahooke, who has been appointed general manager at Abbey Hall. Mr. Warrilow is the brother of Mr. C. H. Warrilow, who is chief sales executive to the manufacturing companies of the Rootes Group.

## Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

- No. 17247. 1955 Opel Rekord.
- "D.G.H."—Experiences of fitting dual carburetors and exhaust conversion.
- No. 17258. 1937 Singer Nine Tourer.
- "H.C."—Maintenance hints, general information and a handbook.
- No. 17249. 1937 Lagonda.
- "D.McD."—All possible information, a handbook or workshop manual.
- No. 17250. 1927 10.3 h.p. Clyno.
- "J.S."—All possible information, hints on maintenance, and a handbook.
- No. 17251. 1936 Austin Seven.
- "A.W.P."—General experiences and all possible information of Nippy model with Speedy engine.
- No. 17252. 1932 Triumph Super Seven.
- "J.A.H."—All possible information and a handbook.
- No. 17253. Handbooks Required.
- "W.E.M."—1946 Wolseley Eighteen.
- "H.R."—1937 Singer Super Nine.
- "T.E.F."—1934 3½-litre Bentley.
- "G.T."—1938-39 Austin Ten.
- "J.E.S."—1947 1½-litre H.R.G.
- "R.G.O.W."—1937 Austin Eight; also a workshop manual.
- "B.G.L."—1934 Austin Seven workshop manual.
- "A.T.W."—1940 Singer Ten.
- "M.W.R."—1949 TC-type M.G. Midget.
- "P.J.R."—1938 Series III Morris Twelve.
- "G.L.C."—1932-33 Austin Seven.
- "W.H.W."—1954 Ford Zephyr Zodiac workshop manual.
- "A.S."—1937 1½-litre VA-type M.G.
- "F.J.S.C."—1938 Hillman Fourteen; also a workshop manual.

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<b>A.C.</b>						
2-litre ...	1,027	12	2	1,542	15	3
Ace two-seater ...	1,100	0	0	1,651	7	0
Aceca coupé ...	1,375	0	0	2,063	17	0
<b>ALFA ROMEO</b>						
1300 Giulietta ...	1,150	0	0	1,726	7	0
Sprint Spyder ...	1,410	0	0	2,116	7	0
1900 Super ...	1,750	0	0	2,626	7	0
T.I. ...	1,900	0	0	2,851	7	0
Primavera coupé ...	1,995	0	0	2,992	17	0
Sprint ...	2,500	0	0	3,751	7	0
<b>ALLARD</b>						
Monte Carlo ...	1,782	0	0	2,674	7	0
Safari estate car ...	1,782	0	0	2,674	7	0
K.3 touring 3-seater ...	1,537	0	0	2,306	17	0
A.R.2 sports racer ...	1,722	0	0	2,584	7	0
<b>ALVIS</b>						
3-litre Graber ...	1,850	0	0	2,766	7	0
<b>A-SIDDELEY</b>						
Sapphire 346 ...	1,215	0	0	1,823	17	0
(automatic) ...	1,404	0	0	2,107	7	0
Limousine ...	1,910	0	0	2,866	7	0
Sapphire 234 ...	1,065	0	0	1,598	17	0
Sapphire 236 ...	1,104	0	0	1,657	7	0
<b>ASTON MARTIN</b>						
D.B. 2-4 ...	2,050	0	0	3,076	7	0
Hardtop ...	2,050	0	0	3,076	7	0
Drop-head coupé ...	2,200	0	0	3,301	7	0
D.B.35 2-seater ...	2,600	0	0	3,901	7	0
<b>AUSTIN</b>						
A-30 2-door ...	360	0	0	541	7	0
A-30 4-door ...	381	10	0	573	12	0
A-30 Countryman ...	425	0	0	638	17	0
A-40 Cambridge ...	503	0	0	755	17	0
A-50 Cambridge ...	514	0	0	772	7	0
A-90 Westminster ...	600	0	0	901	7	0
A.135 Princess III ...	1,790	0	0	2,686	7	0
S.W.B. Saloon ...	1,845	0	0	2,768	17	0
S.W.B. Limousine ...	2,150	0	0	3,226	7	0
<b>AUSTIN-HEALEY</b>						
100 ...	806	0	0	1,210	7	0
100H ...	806	0	0	1,210	7	0
<b>BENTLEY</b>						
Series S ...	3,295	0	0	4,943	17	0
Freestone and Webb ...	4,890	0	0	7,336	7	0
Jas. Young ...	4,665	0	0	6,998	17	0
Hooper ...	4,715	0	0	7,073	17	0
Continental H. J. ...						
Mulliner ...	4,960	0	0	7,441	7	0
Park Ward ...	4,775	0	0	7,163	17	0
Park Ward D.H. coupé ...	4,775	0	0	7,163	17	0
<b>B.M.W.</b>						
Type 501 ...	1,377	0	0	2,066	17	0
8-cyl. limousine ...	1,638	0	0	2,458	7	0
Type 502 limousine ...	1,792	0	0	2,689	11	0
Type 503 ...	2,975	0	0	4,463	17	0
Type 507 ...	2,800	0	0	4,201	11	0
Isotta Motocoupé ...	292	0	0	439	7	0
<b>BORGWARD</b>						
Isabella 60 ...	806	2	11	1,210	11	5
Coupé ...	1,248	13	10	1,874	7	9
Station wagon ...	850	1	9	1,288	9	8
Isabella TS ...	916	15	0	1,376	11	8
Pullman 2400 ...	1,199	2	1	2,115	0	2
Saloon (Hansamatic) ...	1,501	7	0	2,253	7	6
<b>BRISTOL</b>						
405 ...	2,390	0	0	3,586	7	0
Drop-head coupé ...	2,450	0	0	3,676	7	0
<b>BUICK</b>						
43 Riviera sedan ...	1,725	0	0	2,588	17	0
63 Riviera sedan ...	1,925	0	0	2,888	17	0
53 Riviera sedan ...	2,050	0	0	3,076	7	0
52 saloon ...	1,995	0	0	2,993	17	0
69 Estate Wagon ...	2,025	0	0	3,038	17	0
<b>CADILLAC</b>						
6219 saloon ...	2,525	0	0	3,788	17	0
6239D sedan de ville ...	2,750	0	0	4,126	7	0
6267 convertible ...	2,750	0	0	4,126	7	0
6019 special saloon ...	2,900	0	0	4,351	7	0
6267s Eldorado ...	3,400	0	0	5,101	7	0
<b>CITROEN</b>						
2 c.v. ...	398	0	0	598	7	0
2-litre DS19 ...	990	0	0	1,486	7	0
<b>CONTINENTAL</b>						
Mark II coupé ...	4,690	0	0	7,036	7	0
<b>DAIMLER</b>						
Conquest ...	1,066	0	0	1,600	7	0
Conquest Mark II ...	1,156	0	0	1,735	7	0
Conquest Century ...	1,172	0	0	1,759	7	0
Conquest Century Mark II ...	1,264	0	0	1,897	7	0
2½-litre drop-head ...	1,360	0	0	2,041	7	0
One-O-Four ...	1,885	0	0	2,828	17	0
Lady's model ...	2,050	0	0	3,076	7	0
4½-litre saloon ...	2,293	0	0	3,440	17	0
D.K. 400 limousine ...	2,793	0	0	4,190	17	0
<b>DELLOW</b>						
Mark IIB ...	448	0	0	673	7	0
Mark IIC ...	477	0	0	716	17	0
Mark V ...	542	0	0	814	17	0
<b>D.K.W.</b>						
Saloon ...	656	0	0	985	7	0
Fixed-head coupé ...	665	0	0	998	17	0
Four-door saloon ...	690	0	0	1,036	7	0
Cabriolet ...	820	0	0	1,231	7	0

(Continued on next page)

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Minx saloon and Husky. JAGUAR Mark VII saloon.  
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- 1951 **BENTLEY** 4½-litre standard saloon, black, bench seat. £1,750.
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- 1951 **ROVER** "75" saloon, blue, radio, heater, rimbellishers, 30,000 miles. £475.
- 1954 **SUNBEAM-TALBOT** "90" Mk. IIA saloon, metallic grey, red hide, heater. £765.
- 1954 **STANDARD** Vanguard Phase II saloon, heater, blue and maroon, 21,000 miles. £525.

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	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d		U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
<b>FAIRTHORPE</b>			<b>NASH</b>		
Mark III ...	259 17 0	391 2 6	Rambler Super ...	1,305 0 0	1,958 17 0
Mark IIIA ...	291 17 0	439 2 6	Rambler Custom ...	1,380 0 0	2,071 7 0
Mark IIIE ...	332 14 0	500 8 0	Hardtop ...	1,450 0 0	2,176 7 0
<b>FIAT</b>			Scout wagon ...	1,510 0 0	2,266 7 0
600 ...	412 10 0	620 2 0	Statesman Super ...	1,490 0 0	2,236 7 0
1100 ...	578 10 0	869 2 0	Ambassador Super 6 ...	1,685 0 0	2,528 17 0
1100 TV ...	750 0 0	1,126 7 0	<b>OLDSMOBILE</b>		
1400A ...	774 0 0	1,162 7 0	Series 88 Super ...	1,640 0 0	2,460 15 0
1900 ...	980 0 0	1,471 7 0	Series 98 ...	1,985 0 0	2,978 17 0
<b>FORD</b>			Starfire convertible ...	2,080 0 0	3,121 7 0
Popular ...	275 0 0	413 17 0	<b>PACKARD</b>		
Anglia ...	360 0 0	541 7 0	Clipper de luxe ...	2,206 0 0	3,310 4 9
Prefect ...	395 0 0	593 17 0	Patriot ...	2,762 0 0	4,144 4 9
Escort estate car ...	414 0 0	622 7 0	Caribbean hardtop ...	3,115 0 0	4,673 14 9
Squire estate car ...	445 0 0	668 17 0	<b>PANHARD</b>		
Consul ...	520 0 0	781 7 0	Dyna Junior ...	755 15 4	1,165 0 0
Consul convertible ...	630 0 0	946 7 0	<b>PEUGEOT</b>		
Zephyr ...	580 0 0	871 7 0	203 ...	633 9 1	952 8 2
Zephyr convertible ...	690 0 0	1,036 7 0	Station wagon ...	732 17 4	1,100 10 6
Zodiac ...	645 0 0	968 17 0	403 ...	796 2 11	1,195 11 5
<b>FORD (Canadian)</b>			<b>PONTIAC</b>		
Mainline ...	1,207 0 0	1,811 17 0	Chieftain ...	1,450 0 0	2,176 1 2
Customline ...	1,245 0 0	1,868 17 0	Catalina coupé ...	1,976 0 0	2,962 8 10
Fairlane Town sedan ...	1,283 0 0	1,925 7 0	Star Chief convertible ...	2,050 0 0	3,073 5 0
Fairlane Club sedan ...	1,264 0 0	1,897 7 0	<b>PORSCHE</b>		
Fairlane Country sedan ...	1,471 0 0	2,207 17 0	Type 356 ...	1,225 0 0	1,381 17 0
Custom Ranch Wagon ...	1,348 0 0	2,023 17 0	Fixed-head coupé ...	1,260 0 0	1,891 7 0
<b>FORD (U.S.A.)</b>			Super fixed-head coupé ...	1,380 0 0	2,071 7 0
Thunderbird ...	1,690 0 0	2,536 7 0	Drop-head cabriolet ...	1,380 0 0	2,071 7 0
<b>FRAZER NASH</b>			Super drop-head coupé ...	1,500 0 0	2,251 7 0
Fast Roadster ...	1,650 0 0	2,476 7 0	Type 550 1500 Spyder ...	2,715 0 0	4,073 17 0
Turismo ...	2,150 0 0	3,226 7 0	Carrera coupé ...	1,865 0 0	2,798 17 0
Targa Florio Gran ...			<b>RENAULT</b>		
Sport ...	2,250 0 0	3,376 7 0	750 de luxe ...	422 10 0	635 2 0
Le Mans ...	2,450 0 0	3,676 7 0	(Perlec clutch) ...	442 0 0	644 7 0
Sebring 2-seater ...	2,250 0 0	3,376 7 0	Frigate 2-litre ...	699 0 0	1,049 17 0
<b>HILLMAN</b>			Dauphine ...	512 0 0	769 7 0
Minx special ...	470 0 0	706 7 0	Grand Pavois ...	850 0 0	1,276 7 0
Californian ...	550 0 0	826 7 0	Amiral ...	829 0 0	1,244 17 0
Estate car ...	565 0 0	848 17 0	<b>RILEY</b>		
Husky ...	415 0 0	623 17 0	Pathfinder ...	940 0 0	1,411 7 0
<b>H.R.G.</b>			<b>ROLLS-ROYCE</b>		
1½-litre ...	895 0 0	1,343 17 0	Silver Cloud ...	3,385 0 0	5,078 17 0
<b>HUDSON</b>			Freestone and Webb ...		
Wasp Super ...	1,670 0 0	2,506 7 0	saloon ...	4,980 0 0	7,471 7 0
Hornet Super ...	1,810 0 0	2,716 7 0	Hooper saloon ...	4,805 0 0	7,208 17 0
Hornet Custom ...	1,910 0 0	2,866 7 0	H. J. Mulliner saloon ...	4,905 0 0	7,426 7 0
Hollywood Hardtop ...	1,955 0 0	2,933 17 0	Jas. Young saloon ...	4,755 0 0	7,133 17 0
<b>HUMBER</b>			Silver Wraith Series E ...		
Hawk ...	715 0 0	1,073 17 0	Freestone and Webb ...		
De luxe ...	730 0 0	1,096 7 0	touring limousine ...	5,265 0 0	7,898 17 0
Touring limousine ...	795 0 0	1,193 17 0	Freestone and Webb ...		
Estate car ...	885 0 0	1,328 17 0	limousine ...	5,420 0 0	8,131 7 0
Super Snipe ...	1,095 0 0	1,643 17 0	Park Ward saloon ...	5,170 0 0	7,756 7 0
Touring limousine ...	1,175 0 0	1,763 17 0	Park Ward limousine ...	5,295 0 0	7,943 17 0
<b>JAGUAR</b>			Hooper limousine ...	5,295 0 0	7,943 17 0
2½-litre ...	895 0 0	1,343 17 0	H. J. Mulliner limousine ...	5,265 0 0	7,898 17 0
Mark VII Type M ...	1,140 0 0	1,711 7 0	Jas. Young saloon ...	5,295 0 0	7,943 17 0
XK140 sports ...	1,127 10 0	1,692 12 0	<b>ROVER</b>		
Drop-head coupé ...	1,160 0 0	1,741 7 0	60 ...	840 0 0	1,261 7 0
D-type sports 2-seater ...	2,585 0 0	3,878 17 0	75 ...	915 0 0	1,373 17 0
<b>JENSEN</b>			90 ...	945 0 0	1,418 17 0
Model 541 ...	1,435 0 0	2,153 17 0	Land-Rover ...	645 0 0	968 17 0
Interceptor ...	1,800 0 0	2,701 7 0	<b>SIMCA ARONDE</b>		
Convertible ...	1,800 0 0	2,701 7 0	1300 Elysées ...	609 10 0	915 12 0
<b>LAGONDA</b>			Grand Large ...	662 0 0	994 7 0
3-litre ...	2,600 0 0	3,901 7 0	<b>SIMCA VEDETTE</b>		
Drop-head coupé ...	2,700 0 0	4,051 7 0	Trianon ...	891 0 0	1,337 17 0
<b>LANCHESTER</b>			Versailles ...	938 0 0	1,408 7 0
Sprite ...	866 0 0	1,300 7 0	Régence ...	1,053 0 0	1,580 17 0
<b>LANCIA</b>			Marilyn station wagon ...	1,225 0 0	1,836 17 0
Appia ...	1,250 0 0	1,874 7 0	<b>SINGER</b>		
Aurelia Series II ...	1,550 0 0	2,326 7 0	Hunter Special ...	530 0 0	796 7 0
Aurelia Grand ...			<b>SKODA</b>		
Turismo ...	2,115 0 0	3,173 17 0	440 ...	560 0 0	841 7 0
Spyder ...	2,115 0 0	3,173 17 0	1200 ...	630 0 0	946 7 0
<b>LINCOLN</b>			<b>STANDARD</b>		
Premiere ...	2,432 0 0	3,649 7 0	Family Eight ...	369 0 0	554 17 0
<b>MERCEDES-BENZ</b>			Super Ten ...	405 0 0	608 17 0
180 ...	1,195 0 0	1,793 17 0	Super Ten ...	430 0 0	646 7 0
180D (diesel) ...	1,260 0 0	1,891 7 0	Family Ten ...	409 0 0	614 17 0
190SL sports saloon ...	1,850 0 0	2,776 7 0	Companion Estate car ...	485 0 0	728 17 0
220a ...	1,552 0 0	2,329 7 0	Vanguard III ...	599 0 0	899 17 0
330 ...	2,525 0 0	3,788 17 0	Estate Car ...	633 0 0	950 17 0
300s coupé ...	4,110 0 0	6,166 7 0	Vanguard diesel ...	735 0 0	1,103 17 0
300SL ...	3,100 0 0	4,651 7 0	<b>STUDEBAKER</b>		
<b>MERCURY</b>			Champion Custom ...	1,267 0 0	1,901 17 0
Montclair ...	1,518 0 0	2,278 7 0	Commander ...	1,387 0 0	2,081 17 0
<b>M.G.</b>			President ...	1,449 0 0	2,174 17 0
M.G.A. ...	640 0 0	961 7 0	<b>SUNBEAM</b>		
Magnette ...	693 0 0	1,040 17 0	Rapier ...	695 0 0	1,043 17 0
<b>MORGAN</b>			Mark III ...	835 0 0	1,253 17 0
4½ Series II ...	450 0 0	676 17 0	<b>TRIUMPH</b>		
Plus 4 (TR) 2-seater ...	595 0 0	893 17 0	T.R.2 ...	625 0 0	938 17 0
4-seater ...	610 0 0	916 7 0	T.R.3 2-seater ...	650 0 0	976 7 0
Drop-head coupé ...	640 0 0	961 7 0	<b>VAUXHALL</b>		
Plus 4 (Vanguard) ...	580 0 0	871 7 0	Wyvern ...	510 0 0	766 7 0
Drop-head coupé ...	610 0 0	916 7 0	Velox ...	560 0 0	841 7 0
<b>MORRIS</b>			Cresta ...	620 0 0	931 7 0
Minor 2-door ...	401 0 0	602 17 0	<b>VOLKSWAGEN</b>		
Minor tourer ...	455 0 0	683 17 0	Standard saloon ...	422 10 0	635 2 0
Traveller ...	532 0 0	799 7 0	Convertible ...	670 0 0	1,006 7 0
Cowley ...	565 0 0	848 17 0	<b>WOLSELEY</b>		
Oxford ...	623 10 0	936 12 0	Four-fortyfour ...	640 0 0	961 7 0
Oxford Traveller ...	607 0 0	911 17 0	Six-ninety ...	806 0 0	1,210 7 0
Isis ...	725 10 0	1,089 12 0			
Isis Traveller ...					

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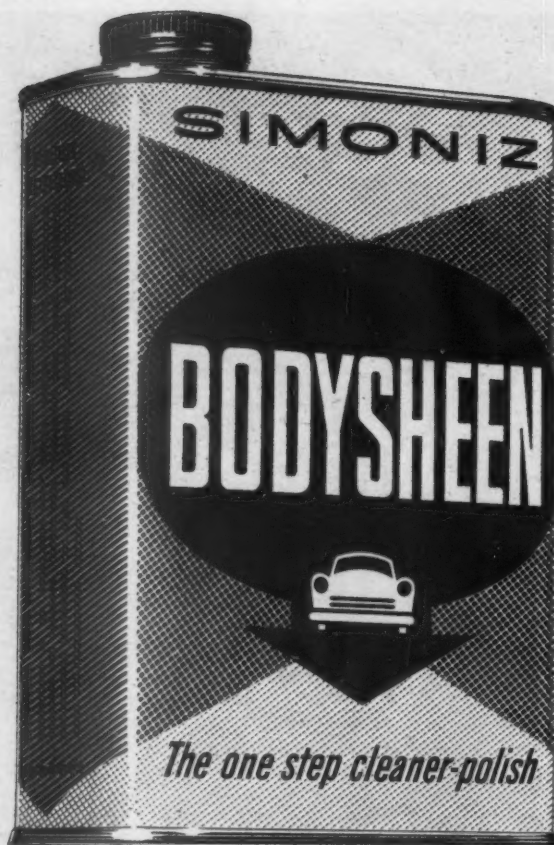
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*give me that Bodysheen quick - it's quick!*

**DIRTY CAR? Quick**—get a can of **Bodysheen** and **quick**—it's clean—it's glittering clean! Don't wash your car unless it's caked with hard, gritty mud—get **Bodysheen**, the one-step cleaner-polish. It whips off dirt—it whips on shine! It's the easy, easy, easy way to the brightest, glossiest car you've seen! See it dirty—see it clean—be a speed polisher with **Bodysheen**! Still 5/- a big tin.

**THERE'S A 'SIMONIZ' CAR PRODUCT TO DO EVERY JOB BETTER**

Simoniz	7/-	Bodysheen—quickest cleaner polish	5/-
Simoniz Liquid Wax (Bodyglaze)	5/-	Simoniz Chrome Cleaner	2/6
Simoniz Paste Kleener	5/-	Simoniz White Side Cleaner	
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A full set of genuine KING DICK Tools, forged from high-quality Chrome Vanadium Steel and supplied in a Special Heavy Duty Vinyl Plastic Tool Roll. The complete set costs only 55/-.

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Return Wednesdays 6th June to 26th September  
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### (2) Newcastle • Stockton

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## INVERNESS

### (3) York

SUNDAYS • 17th June to 9th September  
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## PERTH

### (4) London (King's Cross)

DAILY (except Fridays) • 21st May to 23rd September; also 5th, 13th, 19th, 20th May; 30th September; 14th October

## DEVON Exeter

### (5) Newcastle • Stockton

MONDAYS • 11th June to 10th September  
Return Tuesdays 12th June to 11th September

## CORNWALL St. Austell

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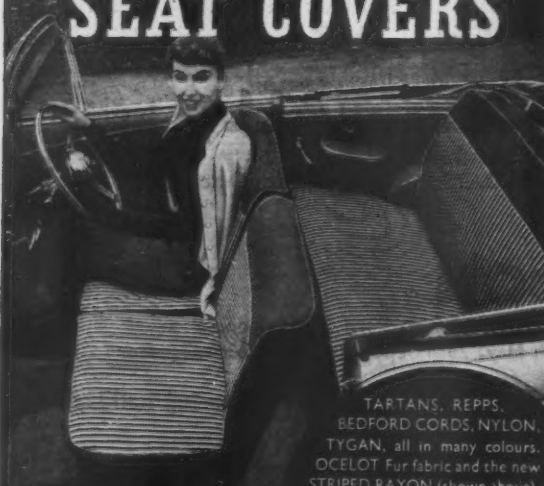
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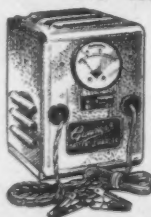
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For as little as £4/4-, plus installation charge of 15/-, your engine can be fitted with "Gefarator" exhaust aspiration, the amazing new method of ensuring maximum engine efficiency, for reducing running and maintenance costs.

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Exhaust Aspirator

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Keeps Engine  
Plugs & Valves  
Carbon Free  
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# WANNER HIGH PRESSURE GREASE GUN





*There are all kinds of*  
**SEALS**



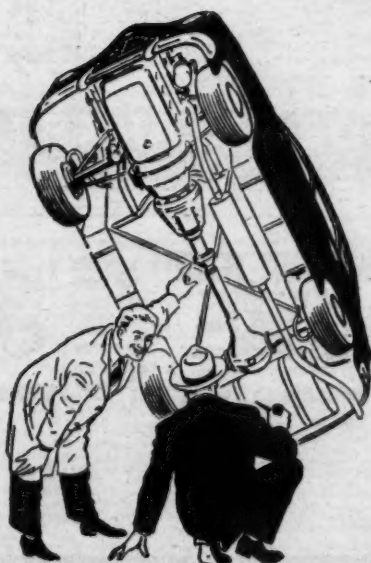
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THE FINEST UNDERBODY PROTECTIVE  
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However old or new  
your car—it will  
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**'HERON'**  
Tappet Spanner Sets,  
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**'WAYNECK'**  
A Half Moon Ring  
Wrench designed to give  
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A shortened version  
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Strong double texture rubber-insulated Black Duck.  
72in. wide. For re-covering car hoods or as waterproof  
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Roof Topping, 52in. wide. Glossy black waterproof  
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Extra strong leathercloth for re-covering car seats,  
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Roof head lining for cars, in lovely soft shade of fawn.  
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Wide and secure fixing  
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Yours for  
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The PORTA RACK Telescope Model.  
Black finish. Fits all cars. Strong  
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100% Water-  
proof welded  
seams. Rein-  
forced eyelets.  
8' 6" x 5' 12' x 5' 23" P.P. 19  
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Specially tailored Covers for perfect fit in  
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£7.2.6

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Tent Price £9.19.6.  
8'6" long 6' wide 6' high 3' walls

A genuine unused British Army Tent. Made 100%  
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6 LENSES x  
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COATED LENSES  
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These 6 lenses x 40 mm. for wide field  
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Hoods and tonneau covers withstand the  
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Easily applied by brush

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No need to look for the name. You can tell at a glance which are Hills' Number Plates—they're so distinctly distinctive. Stubbornly refuse all others; have Hills' plates fitted to your new or present car. Wide choice includes

## FLEXWYT

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DIE-PRESSED  
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ALSO STAINES  
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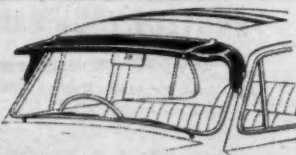
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## Add to your Motoring Comfort with these high-quality Accessories

EXTERIOR  
SUN VISORS

Suitable for AUSTIN A30, A40 Devon and Somerset, A40-A50 Cambridge, A70 Hereford, A90 Westminster; DAIMLER Conquest and Century; FORD Anglia, Prefect, Consul, Zephyr, Zodiac; HILLMAN Minx; HUMBER Hawk and Snipe; MORRIS Minor, Cowley, Oxford, Isis; ROVER P4; STANDARD 8 and 10, Vanguard Phase 1, 2 and 3; VAUX-HALL Wyvern, Velox, Cresta; VOLKSWAGEN.

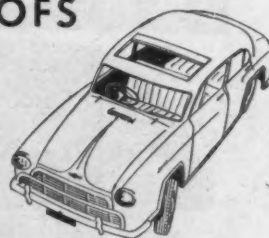


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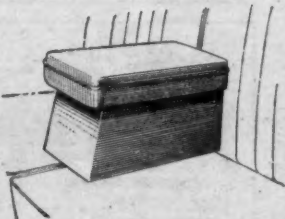
Enjoy healthy motoring, fresh air and sunshine with a Weathershields Sliding Roof. Your fixed-head saloon converted at our works or by our appointed fitting agents in your area. As supplied to Austin, Alvis, Citroen, Jaguar, Sunbeam.

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Designed for cars having the split-bench type of front seat as on the Austin A40, A50 and A70. With cushioned opening to provide storage for gloves, maps etc. in a range of colours to match upholstery 75/- carriage paid.



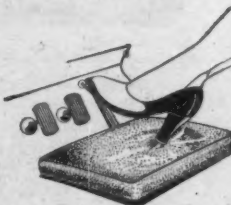
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Prevents damage to shoes and minimises driving fatigue. Saves wear on car carpet. Beautifully made in coloured Leathercloth, with piped edges and felt interior. Supplied with strong tab for fixing under carpet. Size 8in. x 6in. 9/- each, carriage paid.



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The ideal gun for all motorists. It allows for pressures up to 10,000lb. per sq. in. and incorporates the new Tite-Seal nozzle which cleans before it greases. A bleeder valve is also incorporated which immediately deals with airlocks. The gun, which handles all fibrous greases, gives really effective trouble-free greasing under all conditions. Made by pioneers in the manufacture of greasing equipment. Order No. 602/1/R.310.

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FLEXIBLE COUPLINGS are now available for use with Nubrex Side Lever Guns. They facilitate lubrication of otherwise inaccessible greasing points and will stand up to a bursting pressure of over 5,000lb. per sq. in. These extensions can also be used in conjunction with side lever guns of other makes. Complete with spare Tite-Seal nozzle. Order No. F.J/20,000/302.

**46'1**

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These grease nipples automatically prevent any dirt entering bearings and always give 100 per cent effective lubrication. It will pay you to always use NUBREX Tite-Seal nipples.

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Obtainable at Halfords and other leading stores

Wholesale stockists, Brown Bros., Buck & Hickman and other leading factors.

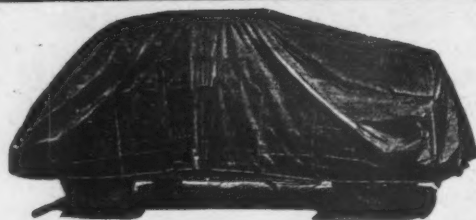
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### PROTECTION SAVES £££



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### Shaped Car Covers

Actual Manufacturers—First in the Field—1951

A shaped Cover of high-grade waterproof VYNYL sheeting, high tensile strength, welded seams, non-scratch eyelets which cannot pull out. Heavyweight 6 thou.

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Special sizes to order. All post free U.K.

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Welded seams, plastic eyelets.  
 Heavyweight 6 thou. Vynyl.  
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All goods post free (U.K.).  
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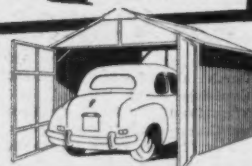
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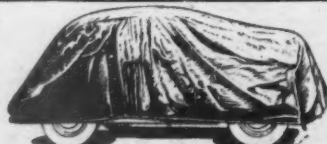
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**CASH OR H.P. TERMS OVER 12, 18 or 24 MONTHS**



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A shaped cover of high grade waterproof VYNYL sheeting, high tensile strength, welded seams, homed edges, patent loops for tying, no eyelets to scratch or pull out. Heavyweight, 6 thou.

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Patterns available.  
 Draught Proof Film.  
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## WHAT EVERY MOTORIST SHOULD KNOW: 5

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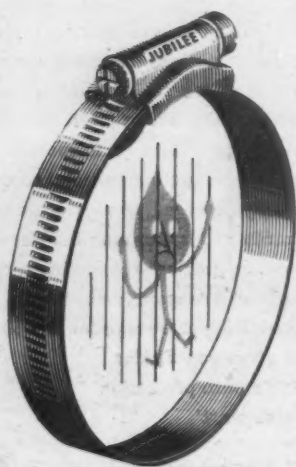
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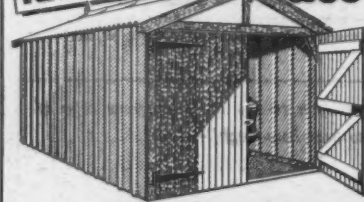
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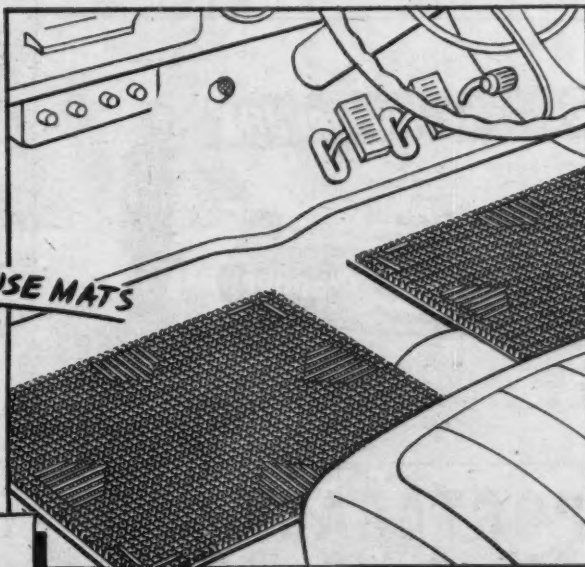
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With its  $\frac{1}{2}$  in. thick rubber pile, the Cannon Multi-purpose Rubber Mat protects your car's carpets, reduces foot and ankle fatigue by absorbing vibration, and is easily removed for cleaning. It lasts the lifetime of your car and is obtainable in many colours including pastel shades. Also smart and useful for the house as door mats, kitchen floor, sink mats, etc.

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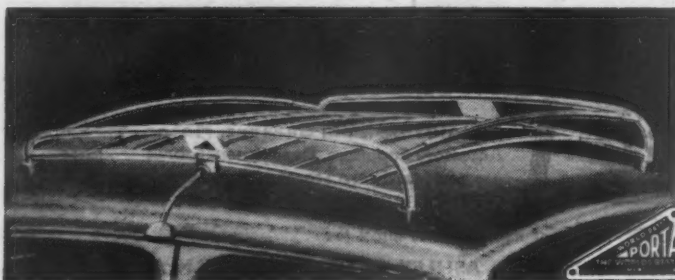
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- 1938 LANCIA Aprilia, big 4 engine ..... £375
- 1947 STANDARD 8 saloon de luxe ... £225

Many more to choose from, send us your enquiries.

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Austin Princess chassis with specially built drop-head coupe by Richard Meade of Dorridge. Two club armchairs, each with arm rests in front, small bench-type seat behind.

POWER-OPERATED hood and windows.

OVERDRIVE and economy single carburettor giving 18-20 m.p.g.

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Probably the most luxurious drophead built since the war.

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- FORD Zephyr Zodiac, '34, 2-tone grey, 4 carburetors, low mileage, 3 months guarantee, Southgate, Chichester. Tel. 2282
- FORD Popular, '35, black/red, 22,000 miles, maintained as new throughout, 1 owner, London Road, Watlingtonville. Tel. 2231
- JAGUAR Mk. VII, '34, suede green interior and exterior, excel. condition. Automobile House, Southampton. Tel. 22291
- MORRIS Cowley sal., '34, green, htr., taxed, 1 owner, low mileage, Morris House, Southampton. Tel. 22291
- MORRIS Minor Travellers Car de Luxe, '35, green, 18,000 miles, 1 owner, as new throughout. Morris House, Portsmouth. Tel. 22267
- STANDARD Vanguard sal., '32, comet blue, red htr., htr., 1 owner, 26,000 miles only. City Rd., Winchester. Tel. 3284
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1947 Rover 12 tourer, grey/blue leather. Outstanding example of this unusual car.....	£395
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1953 to '55 Ford Consuls, blue, green and black. From.....	£495
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1950 (July) 2½-litre, black, H.M.V. radio.....	£485
1950 (August) 2½-litre, black.....	£510
1948 (October) 2½-litre, black, radio.....	£445
1948 (October) 1½-litre, black, radio.....	£450

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1935 MORRIS Oxford, black, first class throughout.....	£490
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1954 STANDARD 8 4-door de Luxe, one owner .....	£415
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1936 FORD Pilot, radio, heater, etc., .....	£295
1953 FORD Consul, radio, heater, etc., .....	£475

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## "BUY-BACK" SCHEME FOR NEW CARS!

Guaranteed re-purchase prices for new cars bought at HILLS!

Today Messrs. Hills Garages announce that they are re-introducing their yearly contract scheme. Any purchaser of a new car at Hills will be offered a repurchase contract at a fixed depreciation charge.

For example, a new Singer Hunter 'S' saloon, a car much in demand for business use, bought new at £795, would be repurchased next year at £600. This gives both the business and fleet owner, as well as the private motorist, a fixed guarantee of his motoring costs.

Naturally on cheaper cars the depreciation is even less. On a Fiat 600 saloon, for instance (List price £620), the depreciation in one year is only £155. Exactly £3 PER WEEK. This seems to be much less than most motorists lose without the benefit of a written contract.

Hills Garages have been at Woodford for over fifty years, and are of course an A.A. and R.A.C. garage. Their new car department is always ready to help and advise the business car user on Income Tax and depreciation problems. A telephone call may save you pounds!

Just ring BUCKhurst 0541.

## BUDGET FEARS BOOST CAR SALES!

The prospect of yet another "tough" budget is giving an extra touch of urgency to car sales report leading dealers.

At Hills, sales have increased considerably particularly of new and low mileage cars.

Hills have noticed too that far more buyers are taking advantage of the 7 day trial scheme. This (or the alternative of an A.A. or R.A.C. report) is a sign of Hills' remarkable confidence in their cars. To allow prospective customers to take a car away for a week to try it out is revolutionary to say the least.



### NEW CARS—"BUY-BACK" CONTRACT

When you buy any one of these fine new cars from Hills, we will offer to repurchase it on a yearly contract at a fixed depreciation charge. This is of special value to the Company user as well as to the private motorist. Your present car can be taken in part-exchange, and you can have a new car EVERY year at a really low GUARANTEED cost!

### 200 USED CARS ON SHOW 7 DAYS' TRIAL

55 FIAT Belvedere Estate car, heater, low mileage, duo-grey...	£545
56 FIAT Belvedere Estate car, heater, perfect car, duo-green...	£535
<b>RENAULT</b>	
55 RENAULT 750 saloon, 6,000, heater, just as new, blue.....	£499
56 RENAULT 750 saloon, as new, heater, low mileage, one owner	£485
54 RENAULT 750 saloon, heater, de luxe model, bronze .....	£399
<b>VOLKSWAGEN</b>	
55 V-W saloon de luxe, radio, heater, spotlight, etc. ....	£635
54 V-W saloon de luxe, radio, heater, turbo-discs, spots, etc. ...	£595
<b>FORD</b>	
55 FORD Prefect, one owner, heater, leather, Canterbury green	£545
56 FORD Consul, leather, trim, etc., bargain at this price .....	£565
54 FORD Consul, heater, black with red leather .....	£545
56 FORD Anglia saloon, heater, etc., chrome front, as new .....	£495
55 FORD Popular, leather, extras, choice of three from .....	£325
53 FORD 10-cwt. van, as new, cellulosed in green .....	£265



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Heater. Amazing performance and economy. 1955 and 1956 models from £785.  
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Fitted overdrive, heater, washers, white s.w. tyres, leather trim, etc.  
Fast yet economical, £1,244.  
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Real Daimler luxury, yet with a new touch of speed. All extras included at prices from £1,735.  
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(for inspection only Sunday)  
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Come by bus 20, 20a, 38a, or 145, Green Line 718, 720, 720a, or to Woodford Underground J. We are on the main A11 road to Epping.



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Extreme economy, 4-doors, heater, etc. £635.  
(Automatic clutch available).  
First-year depreciation only £160.



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Heater, seats 4 adults in comfort. All independent suspension, 60 miles per gallon. £620.  
First-year depreciation £155.



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With all the luxury fittings and extras. Heater, spotlights, etc. Models from £795 to £863.  
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55 AUSTIN A90, radio, heater, etc....	£765
53 AUSTIN A40, heater, one owner.....	£495
55 AUSTIN A40, blue, choice 2 from.....	£599
55 AUSTIN A30, black, immaculate ...	£485
54 AUSTIN A30, heater, perfect.....	£465
53 AUSTIN A30, 4-door, heater, ch. 3 fr.	£435
48 AUSTIN 16 saloon, radio, heater.....	£285
46 AUSTIN 10 saloon, good order, ch. 2 from	£265
38 AUSTIN Big 7 saloon, as new.....	£185
38 AUSTIN 12/4 saloon, sound car.....	£185
<b>VAUXHALL</b>	
54 VAUXHALL Wyvern, heater, etc....	£535
51 VAUXHALL Velox, heater.....	£375
50 VAUXHALL Velox, radio, heater.....	£375
48 VAUXHALL 12 saloon, sound .....	£265
<b>HILLMAN, HUMBER and SUNBEAM</b>	
52 HUMBER Super Snipe, radio, heater, unmarked .....	£495
55 HILLMAN Minx saloon, 1 owner	£599
52 HILLMAN Minx convertible, radio, heater new tyres .....	£425
49 HILLMAN Minx one owner from new immaculate throughout.....	£395
47 HILLMAN Minx saloons neat cars, choice of 3 from .....	£265
50 SUNBEAM 90 saloon, heater ...	£399

#### STANDARD & TRIUMPH

49 STANDARD Vanguard, radio, heater, etc. ....	£325
47 STANDARD 14 saloons, neat order, choice 2 at .....	£285
46 STANDARD 8 drophead coupe, attractive car .....	£235
51 TRIUMPH Renown, radio, heater, fitted seat covers .....	£475
49 TRIUMPH Renown, heater, bargain at this price .....	£345

#### MORRIS, RILEY & M.G.

55 MORRIS Oxford, green, with green, heater .....	£645
55 MORRIS Oxford, heater, as new, choice of 2 from .....	£625
55 MORRIS Minor Travellers Car, de luxe, heater .....	£599
53 MORRIS Minor 4-door de luxe, heater, etc.....	£545
53 MORRIS J-type van, 12-cwt., superb condition .....	£285
52 MORRIS Minor saloon, neat car .....	£399
51 RILEY 2½ saloon, heater, etc., perfect. Opportunity .....	£245
51 M.G. 1½ saloon, heater, as new, red with red trim .....	£465

#### ROVER

49 ROVER 60 saloon, one owner, heater, black .....	£465
48 ROVER 75 saloon, heater, grey with blue leather .....	£435

#### MANY OTHERS OF ALL MAKES

51 PACKARD Convertible, ultramatic drive, power hood, radio, heater .....	£1,185
48 LEA-FRANCIS saloon, two-tone .....	£305
48 JOWETT Bradford Van, bargain .....	£95

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For holidays or business, you can rely on HILLS for Self-Drive Hire. Low rates by time or mileage. A few vacancies for holiday weeks. Call BUG. 2186 for details



LANCHESTER

# The Autocar

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**PRESS DATES**—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

## USED CARS FOR SALE & WANTED—SPARES & SERVICE

### CAR MART, Ltd.

1953 A.C. 2-door saloon, radio, heater; £625.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9.  
Hendon 6500. [C1039]

CHIPSTEAD MOTORS, Ltd., offer:—

ACE late 1955, B.R., special valve springs, Alfai drums, Michelin X, dual exhausts, 110 mph; 61.175. [C1046]

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0552/7253/7154. [C1046]

£500—1952 A.C. Buckland tourer, blue, heater, 36,000 miles.—Johns, Gosti Ven, Newquay 2639. [3752]

ALL enquiries for Ace, Acca and 2-litre saloons, either new or second-hand, should be addressed to the

G. distributors, Swanmore Garage, Ltd., 1176-1180, A. Christchurch Rd., Boscombe E. Bournemouth. Tel. Southbourne 43344 and 43345. [C4094]

A.C. 1937, fixed head coupe, complete mechanical and bodywork rebuilt 1951, history and bills available, far above average condition; £275.—Box 1150. [4124]

1951 A.C. sports saloon, green, radio, splendid condition, one owner; £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

1955 Ace, full 1956 modifications, perfect unmarked condition, all extras, taxed; £1,185; terms, cheques.—Rudds, A.C. Distributors, Worthing 7773-4. [3678]

ACECA, fitted radio, heater, twin spots, grey, red leather, as new; £1,525.—Johnson & Brown (A.C. distributors), 268-270, High St., Bromley, Ravensbourne 8841-2. [C2075]

A.C. Cars Wanted  
REALLY good A.C. wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. [W1066]

ALMOST new A.C. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W5016/R]

CASH immediately for good A.C.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hamstead (Tube), N.W.3. Flaxman 6041. [W5018/R]

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Alfa-Romeo Spares and Service  
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Fortham Rd., Cobham 2848-9. [0124/R]

ALLARD  
RAYMOND WAY.  
RAYMOND WAY OF KILBURN.  
RAYMOND WAY, the hire-purchase specialists.

1949 Allard drop head fourseater coupe in really superb immaculate order, coachwork repainted, new Vynide hood, various extras included, a car for the enthusiast; £295.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £440 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

DUNCAN HAMILTON & Co. offer:—

1953 Allard J2X competition sports, Le Mans specification, 5,000 miles only, green with green interior, complete with road equipment, unraced, in unused condition.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091]

FACTORY serviced Allard cars are your wisest buy.

1948-9 drop head coupes; £275/£300/£325.

1949 FI saloon, £375; K1 2-seater, £250.

ALDARDE MOTORS, Ltd., 51, Upper Richmond Rd., S.W.15. (Tel. Vandyke 2335.) [0912/R]

### SALES & WANTS

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Advertisement Form

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### MOTORISTS!

ACCOMMODATION—HOTELS,  
GUEST HOUSES, ETC., FOR  
BUSINESS OR PLEASURE

See Page 161

### ALLARD

ALLARD & TABOE, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1953 Allard Palm Beach, black, red leather, black hood, Zephyr engine, excellent condition; £595; maximum 8.9. [C1061]

RICHARDS & CARR, Ltd., are always best value; 1951 FI saloon, radio, heater, reconditioned engine, first-class throughout; £295; 1949 saloon, 4-seater, 2 owners, superb bargain; £245.—35, Kinnerton St., S.W.1. Belaravia 3711. [C3045]

### Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

RICHARDS & CARR, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Belaravia 3711. [W3045]

ALDARDE MOTORS (Allard main distributors), buy or exchange Allard cars.—43, Acre Lane, S.W.2. Brixton 6431. [0146/R]

CASH immediately for good Allard.—H. P. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

### ALVIS

GATEHOUSE offer:—

1949 Alvis 14 TA saloon, black and silver, one owner, heater; £525.

1948 Alvis 14 TA saloon, maroon, electric windows, heater, radio, beige leather upholstery, splendid condition throughout; £510.

1948 Alvis TA saloon, maroon, red leather upholstery, heater; £495.

1948 Alvis 14 drop head coupe, green, red leatherette hood, radio and heater, loose covers, a beautiful car; £495.

1941 Alvis 14 TA drop head coupe, Tickford, excellent condition; £575.

1949 Alvis 14 TA saloon, grey, engine re-modelled, condition excellent; £525.

1951 Alvis 3-litre saloon, grey, red leather upholstery, 1952 conversion, heater, 38,000 miles only; £675.

Alvis Speed 20 sports saloon, black, Charlesworth body; £165.

1934 Alvis Speed 20 saloon, Charlesworth body; £35.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

JACK ROSE, Ltd., offer:—

ALVIS 14 TA saloon, black/brown interior, most attractive almost unmarked; £445.—Stafford Rd., Wallington, Surrey. Wallington 6577 and Burch Heath 2376. [C3056]

ERIC HAYES, Ltd., offer:—

1949 Alvis drop head fourseater, fitted radio, in superb condition; £495.

1937 Alvis Speed 25 4-door sports saloon, 30,000 miles since works, £800 overhaul, very well maintained car; £315.

1951 3-litre Alvis fitted H.M.V. radio, heater, finished in silver grey and black, spotless condition, taxed; £625.

EXCHANGE your car for the economic Renault; we offer our part exchange and H.P. facilities.—Tel. or write to Eric Hayes, Ltd., 13, Bishop's Bridge Rd., Paddinton, W.2. Ambassador 8266. [C2033]

BROOKLANDS, Wholesale and Retail.

NEW 3-litre Graber saloon enquiries.

1955 Alvis 3-litre 21/100 saloon.

1954 Alvis 3-litre 21/100 and standard saloon.

CONFIDENTIAL terms, exchanges.

103, New Bond St., London, W.1. Mayfair 8351. [C2032]

DUNHAM & HAINES of Luton offer:—

1952 Alvis 3-litre saloon, black/tawn, radio, heater.—Dunham & Haines, 46, Castle St., Luton, 2100/1. [C1079]

ALVIS 1939 Silver Crest saloon, 17hp, new battery, good condition; £120 or offers.—Alexander, Buntingford, Cambridgeshire. [3714]

1951 Alvis TB sports tourer, reconditioned, including rebore, resprayed June 1955, outstanding condition; £425.—28, Charleville Mansions, W.14. Fulham 8435. [4099]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

HENDON CENTRAL GARAGE, Ltd., offer:—

**1949** (October) Alvis 14hp de luxe saloon, black with beige leather, in superb condition throughout; £285—Watford Way, Hendon Central, N.W.4. Tel. Hendon 9084-5. (C2034)

**1954** Alvis TC/100 4-door saloon, radio, heater, specimen car; £1,295.

**GROSVENOR MOTORS (MANCHESTER), Ltd.**, 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. (C1480)

**£660**—Alvis 5-litre 1951 sports s.n., heater, radio, exceptional mechanically; many others.

**BENMOTORS**, 1, Carndon Rd., W11 (50 yds. Holland Park Tube). Park 5066-7 and Park 2971. (C1017)

**£675**—1952 series Alvis 5-litre de luxe saloon, undoubtedly specimen condition, tiny mileage and bargain price.

**LAMBS OF WOOD GREEN** (established 1897), 100, guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, Finchley 6222. (C2052)

**ALVIS 4.3**, repairs and streamline body 1953, cost £1,100, 14,000 miles since; photo; offers.—Wright, Grange, Tivetsall, Norwich. (C101)

**1948** Alvis TA14, superb condition, fitted radio, heater, other extras; bargain at £450.—Seward, 7, Regent Terr., Cambridge. (C1725)

**CASS'S MOTOR MART**—1950 Alvis 14/70 saloon, black, r. and h., excellent condition; £625; written guarantee.—5, Warren St., W.I. Euston 4110. (C1049)

**1949** Alvis TA 14 saloon, sheen grey/red leather, excellent condition; £465.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. (C4053)

**ALVIS 12/70**, 1938 D/H coupe, excellent condition, A recent engine overhaul, heater, covers, etc.; £275 o.n.o.—Elmhurst 8762. (C1068)

**1939** Alvis 12/70 saloon; £255.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3068)

**1934** Alvis Speed Twenty tourer, B.R.G., moderate mileage, very well maintained to exacting standards by Alvis enthusiasts; £135.—Norwich 21188. (C3980)

**1949** Alvis TA saloon, reconditioned engine, heater, immaculate throughout; £475.—Gordon Holland (Winchester), Ltd., 14a, City Rd., Winchester. (C364)

**£450**—1950 Alvis 14 TA14 saloon, grey and maroon, heater, spot lamps, red leather; outstanding bargain. Makis Harrison Motors, Ltd., 492-496, High Rd., Chiswick, W.4. Chiswick 0558. (C3071/1)

**1954** (August) Alvis TC 21/100 saloon, maroon/fawn, 2,000 miles only, radio, etc., one owner, like new; £1,100.—Ips. 35, Seaside Villas, Kensington, W.8. Western 2789. (C1114)

**1952** (July) Alvis 3-litre saloon, black/beige 2 leather, radio, heater, screenwash, etc., excellent condition; £665.—Timewell's Motors, Bradwell, Gt. Yarmouth. Gorleston 421. (C3489)

**1937** Alvis 19.8 black coachbuilt 4-door saloon of most attractive appearance and in excellent condition, 2 previous owners, very carefully maintained throughout; 20,000s.—Tel. Ide Hill (Kent) 280. (C3919)

**375 gns.**—Alvis 14 1943 sports saloon, sliding head, leather, heater, excellent condition; terms, ex changes; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4016)

**1949** model Alvis 14, maintained exemplary condition by doctor owner, new engine fitted, heater, covers, stylish, immaculate coachwork, performance irreproachable; £425 gns.; terms, ex changes.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9-9. (C144)

**1954** (June) Alvis TC 21/100 foursome drop head fitted radio, heater, screenwash, link mata, spot, fog and reverse lamps, 21,000 miles, immaculate car; £1,250 or nearest offer.—Stainsby, Heacham, King's Lynn, Norfolk. Tel. 243 Heacham. (C3920)

## Alvis Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**ERIC HAYES, Ltd.**, will purchase Alvis cars in any district.—Tel. Ambassador 8266. 13, Bishop's Bridge Rd., London, W.2. (W2033)

**CASH** immediately for good Alvis.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

**ERIC HAYES, Ltd.**, will purchase Alvis cars in any district.—Tel. Ambassador 8266. 13, Bishop's Bridge Rd., London, W.2. (W2033)

**GATEHOUSE MOTORS** will purchase all types of Alvis cars, pre- and post-war 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (W2021)

## Alvis Spares and Service

**SERVICE** and spares for Alvis cars.

**ALVIS, Ltd.**, Service Station, 832, Finchley Rd., London, N.W.11. Speedwell 6768-3-4. Grams: Alviscar, Gold, London. (W2033)

**AND** at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams: Alvis, Coventry. (S039/R)

**MANCHESTER**—Alvis repairers and spares, main agents.

**FREEMAN, Ltd.**, Grosvenor Garage, Burnage A Lane, Manchester, 19. Rus. 2874-5. (0653/R)

**LANCASHIRE** and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4090), and 176, Deansgate, Manchester (Deansgate 4507). (0733/R)

## AMERICAN CARS

**PEDIGREE CARS** offer:—

**RIGHT-HAND** drive 1956 (March) Ford Customline V8, radio only, 1,930 miles only, two-tone brand new; £1,550; 1951 Buick foursome drop head coupe, all electric hood, windows, seats, etc., specimen car; £1,095.—340-2, Euston Rd., N.W.1. Euston 2889. (C3093)

## AMERICAN CARS

SIMPSON'S offer:—

**1955** R.H.D. Chevrolet Bel Air, V.8, r. & h., all extras.

**1955** R.H.D. Dodge V.8 Royal, hydraulic drive, power brakes, r. & h., all extras.

**1953** Plymouth shooting brake, r. & h., signals, 6-passenger, cream & grey.

**1950** Chevrolet 2-door, heater, all extras.

**1949** Ford Custom convertible, r. & h., all extras.

**1951** Plymouth convertible, r. & h., all extras.

**1954** Ford Crestline, Ford o-matic, r. & h., one owner.

**1950** De Soto Carry-All fluid drive, r. & h., signals, all extras.

**1950** Chevrolet 4-door de luxe, r. & h., whitewall types.

**1953** Chevrolet 150 2-door, heater, low mileage, one owner.

**1946** Ford V.8 2-door, r. & h., all extras.

**1952** Chevrolet, 4-door de luxe, r. & h., all extras.

**1954** R.H.D. Dodge Royal V.8, automatic transmission, r. & h., all extras.

**1955** R.H.D. Ford V.8 Fairlane, 8-passenger country sedan, r. & h., 5,700 miles only, one owner, immaculate.

**1948** R.H.D. Chevrolet, heater, 4-door saloon, spotlight, washers.

**A** AMERICAN, Continental and English cars taken in part exchange.

**SIMPSON'S CARS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3905. (C4015)

**J. THOMPSON MOTORS, Ltd.**, offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to be seen at our showrooms at 91/95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. (C4028)

**1955** (October) Nash Statesman Custom 4-door sedan, this car is equipped with overdrive, heater, white sidewall tyres, and reclining seats that make into a double bed; r.h.d. model, finished in Caribbean blue and white, cost over £2,400 new; 4,000 miles only; a genuine and immaculate automobile; £1,595.

**1955** Nash Rambler Custom 4-door sedan, r.h.d. model, equipped with heater, white sidewall tyres and overdrive (giving a total consumption of approx. 28 mpg), finished in red and white; £1,095.—Nash Concessionaires, Ltd., Albany St., N.W.1. Tel. Euston 5558-9. (C3776)

## American Cars Wanted

**1946**—52 American wanted, complete description, lowest price.—Box 1027. (C3716)

**BRITISH & COLONIAL MOTORS, Ltd.**, distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. (C1027)

## ARMSTRONG SIDDELEY

## GUY SALMON

**THE** Armstrong Siddeley Specialists, for sales, service or advice on the other cars.

**FULL** range of new Sapphires for inspection and trial.

**OFFER** the following used example:—

**1956** (series) Armstrong Siddeley Sapphire, 7-passenger limousine, 1,700 miles, black, radio and fitted sunblinds; offered at £2,520.

—Forsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. (C4001)

## WM

**WELBECK MOTORS** for new and used Armstrong Siddeleys.

**1956** (Regd. Sept. '55) Armstrong Siddeley Sapphire, synchromesh, Corinthian green with green upholstery, very low mileage, very little used and in brand new condition throughout; £1,295.

**1953** Grey with blue leather, mileage 20,000 approximately; £585.

**1952** Whitley 4-light saloon, just recoloured in grey to new-car standard, engine now being reconditioned in our works; £665.

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. (C4049)

## A1 at Browns.

**1955** Armstrong Siddeley Sapphire, automatic, grey, red leather, heater and radio, many extras, 9,000 miles only; £1,395.

**1954** Armstrong Siddeley Sapphire, electric pre-selector, grey, red leather, heater, radio, many extras, beautifully kept and maintained; £895.

**W. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

## BENTALLS, Ltd.

**1947** Armstrong Siddeley Typhoon; £295.—Kingston-on-Thames. Kingston 1001. (C1093)

## CAR MART, Ltd.

**1955** Armstrong Siddeley Sapphire saloon, synchromesh gear box, heater, finished in green with green upholstery; £1,225.

**CAR MART, Ltd.**, 227, Euston Rd., N.W.1. Euston 1212. (C1039)

## DUNCAN HAMILTON &amp; Co. offer:—

**1954** Armstrong Siddeley Sapphire, grey with blue interior, radio, heater, one owner, chauffeur 33, High Rd., Byfleet, Surrey. Byfleet 3101 by day.

**CENTRAL GARAGE (CROYDON), Ltd.**, main agents for Armstrongs, offer:—

**1955** (Feb.) Armstrong Sapphire, finished black/silver grey, with red interior, automatic gear box, one owner, 10,000 miles, whole car in first class condition; £1,550.

**FELL Rd., Croydon.** Tel. Croydon 7464. (C1098)

## ARMSTRONG SIDDELEY

**CHARLES FOLLETT, Ltd.**, official Armstrong retailers, offer:—

**1955** Sapphire sal. automatic gear-box, power steering, adjustable ride control, radio, laminated windscreens, colour grey, this car has covered a genuine 5,000 miles only and is absolutely as new.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE:** Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5836. (C2010)

**PASS & JOYCE, Ltd.**, England's largest Armstrong Siddeley distributors, offer:—

**1954** Armstrong Siddeley Sapphire saloon, synchromesh gear box, loose covers, 2-tone green, green interior; £1,095.

**1954** Armstrong Siddeley Sapphire saloon, pre-selector gear box, radio, elephant grey with maroon interior; £1,045.

**1954** Armstrong Siddeley Whitley saloon, radio, loose covers, navy blue, blue interior; £675.

**1951** Armstrong Siddeley Whitley saloon, black with maroon interior; £545.

**ALL** the above are one owner cars and guaranteed for 4 months.

**PASS & JOYCE, Ltd.**, 184/188, Gt. Portland St., W.1. Tel. Museum 1001. (C3039)

**1954** model Armstrong Siddeley Sapphire saloon, fitted radio; £675.

**A. SHAL,** Holmfield, 211, Tarbock Rd., Huyton, Nr. Liverpool. Tel. Huyton 3732. (C3648)

**1949** Armstrong Hurricane drop head coupe, exceptional condition, perfect mechanically; £345.

**SCOTT CARS,** 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

**1948** Armstrong Siddeley Typhoon, very good example of this popular model; £295.

**VARE MOTORS,** 472 Archway Rd., Highgate, N.6. Mountview 9039 and 5306. (C4074)

**£595**—Armstrong Siddeley 1952/3 Whitley sports saloon, one owner, like brand new.

**£395**—1949 Typhoon, sports saloon, beautiful clean spotless condition.

**LAMBS OF WOOD GREEN** (established 1897)—100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, Finchley 6222. (C2052)

**1953** Sapphire saloon pre-electric, black, genuine 5,000 miles only; £525.—Campbell Sydnor, Wembley 6362. (C1037)

**£345**—1950 Armstrong Hurricane drop head coupe, new hood, clean car.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. (C2093)

**1954** Armstrong Siddeley 4-door saloon Sapphire, brand new condition, guaranteed unused; £980, plus P.T., or nearest offer.—Mon. 4213. (C3223)

**1951** Armstrong Siddeley Whitley saloon, radio, heater, one owner; £449.—Hutton Cross Garage, Felsham, 2178. (C2092)

**1952** Armstrong Whitley saloon, one owner, black, superb condition; £525.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 619. (C3037)

**1947** Armstrong Typhoon, just rebored and recoloured throughout, lovely condition; £295.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pol. 2100. (C3670)

**1954** Sapphire saloon, synchromesh, duo-green, fitted heater and radio, bargain at £895.—Jacquier, Ltd., 225-7, Hammermith Road, W.6. Riverside 6677-8. (C2043)

**1946** Armstrong Hurricane coupe, pale blue, spotless condition, radio, heater, almost new and tyres; £225, ex changes, terms.—Ray Motors, 184, West End Lane, N.W.8. Hampstead 6490. (C1024)

**1954** Armstrong Siddeley Sapphire saloon with white, with red leather upholstery, heater, radio, excellent condition throughout.

**TOBY MOTORS,** Main Cross Rd., Great Yarmouth. Tel. 2759/4062. (C3653)

**£325**—1948 Armstrong Siddeley Typhoon sports saloon, manual gear box, heater, known history, carefully maintained and literally without blemish; terms, ex changes.—Cardinal Motors, Hythe Bridge St., Oxford. Tel. 4344. (C4059)

**1953** (Oct.) Sapphire saloon, green/grey, synchromesh gear box, radio, heater, one owner, mileage 26,000, taxed year, excellent condition throughout; £795.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead, Tel. Maldenhead 3431-2. (C3011)

**295 gns.**—Armstrong Siddeley 1948 Hurricane d.h. coupe, manual gear change, heater, carefully used; terms, ex changes; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**CASS'S MOTOR MART**—1952 Armstrong Hurricane drop head coupe, grey r. and h. genuine 33,000 miles, one owner, £550; 1949 Armstrong 16 Lancaster, black, brown hide, heater, excellent condition, £400; written guarantee.—5, Warren St., W.I. Euston 4110. (C1040)

**1953** Armstrong Siddeley Sapphire saloon, green/ beige with beige upholstery, 19,000 miles, modified to 1955 standard, with servo-assisted brakes and twin carburetors, H.M.V. radio; £895.—Coventry & Jells, Ltd. Bristol 2091. (C4170)

**1951** Armstrong 18 d/h coupe, unique Continental body re-sprayed Decmber, 4 wingless windows, excellent hood, pre-selector, 39,000 miles, taxed year; £395.—Keeling, 12, Clevedon Rd., Tilehurst, Reading. (C3599)

**1952** Armstrong Siddeley Whitley 4-lt. sports saloon, finished blue with blue leather, normal gear box, heater, pass lights, dove blue loose covers; £525, written guarantee, terms, ex changes.—H. F. Edwards, 28-34, Upper High St., Epsom 4110. (C2001)

**1954** Armstrong Sapphire saloon, pre-electric gears, fitted radio, heater, wing mirrors, screenwashers, red blind, etc., 16,000 miles, immaculate, guaranteed; £950, terms and ex changes.—Palmer, 33, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

**Armstrong Siddeley Cars Wanted** PRIVATELY owned 1951/52 7-passenger limousine required; details, please.

**JACK ALPHE,** 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (W1103)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Armstrong Siddeley Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**W**ILSONS, "The Enthusiastic Owner—Agents," want Armstrongs.—Brixton 4011 or Epsom 3801. [W4085/R]

**A**LMOST new Armstrongs required immediately.—Morley, 76, Cambridge Rd., Kingston. [W3016/R]

**M**ARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C1015/R]

**C**ASH immediately for good Armstrongs Siddeley.—H. F. Edwards, 29-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001/R]

**P**ASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [C1035/R]

**Armstrong Siddeley Spares and Service**  
**A**RCOT ENGINEERING, Ltd.

**A**RMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed service by specialist trade and retail.

**P**RESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [C1032/R]

**B**IRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [C1048/R]

**P**ASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 8151. [C1032/R]

**W**ILSONS, "The Enthusiastic Owner—Agents," are pleased to offer "Service that Exceeds"—34, Acree Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. [C1035/R]

**P**ASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Wentle, The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431). [C1070/R]

## ASTON MARTIN

**D**UNCAN HAMILTON & Co. offer:—

**1951** Aston Martin DB2 saloon, black with red leather interior, overhauled 9,000 miles ago, two owners, very well maintained; £1,185. [C1035/R]

**1953** Aston Martin DB2 saloon, green with grey interior, 16,000 miles only, beautifully maintained; £1,475. [C1035/R]

**33** High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091/R]

**B**ROOKLANDS: Wholesale and Retail.

**N**EW Aston Martin DB3S and Mark I saloon for delivery.

**1955** Aston Martin 3-lit. DB2-4 saloon, radio, 9,000 miles. [C1035/R]

**1953** Aston Martin DB2 saloon and coupe; fitted vantage engine.

**C**ONFIDENTIAL terms, exchanges.

**103** New Bond St., London, W.1. Mayfair 8351. [C1029/R]

**C**HIPSTEAD MOTORS, Ltd., offer:—

**DB3**, 1953, red, 3 twin-choke Webers, well-known car, maintained regardless and ready for season; £1,465. [C1035/R]

**C**HIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fitzman 0052/7253/7154. [C1046/R]

**B**ROWN'S GARAGE (LOUGHTON), Ltd., offer:—

**1934** Aston Martin tourer, short chassis, Le Mans; £295.—Brown's (Garage), Ltd., High Rd., Loughborough. Tel. Loughborough 5262. [C1035/R]

**1952** (Sept.) Aston Martin DB2 sports saloon, green, one private owner only, in immaculate condition throughout; £1,225.—W. P. Maldens, Slough, Lincs. Tel. 135. [C1035/R]

**1953** DB2, Vantage engine, 2 owners, low mileage, full works history, radio and heater, silver grey/red, a magnificent specimen; h.p.; exchanges; £1,395.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2636. [C10205/R]

**1954** Aston Martin DB2-4 sports saloon, black with cream leather upholstery, fitted B.M.V. radio, heater, screenwashers, spot lamps and 4 new Dunlop Speed tyres, in immaculate condition, maintained regardless of cost, would consider suitable car in exchange; £1,725.—Rolla, Hermitage House, Hermitage, Newbury, Berks. Hermitage 282 or Newbury 2003 during business hours. [C1582/R]

## Aston Martin Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**A**STON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. [W3098/R]

**A**ston Martin Spares and Service  
**F**RIARY MOTORS, Ltd.—Spares, sales and service for pre-war Astons.—Old Windsor, Windsor 2002/3. [W3098/R]

## AUSTIN SEVEN

**£85**—1937 (April) Ruby saloon, extremely clean, grey, blue leather.—Hamstead 7871. [C1035/R]

**S**ALE "Autocars" from May, 1952, 1953, 1954, 1955, offers; 1936 Austin 7 2-str. coupe; £50.—Lewis, "Cardigan," Avenue Rd., Aberystwyth. [C1037/R]

**A**USTIN big 7, 1938 model, first registered 1937; A good, powerful engine and smart body; privately owned; no dealers; price £125.—Tel. Arnold 1516. [C1537/R]

## AUSTIN A30

**N**EW 1956 Austin A30 saloon, black; £50 off list price.—Forge Garage, Crawley Down. (Tel. Copthorne 277). [C1037/R]

## AUSTIN A30

**B**ENTALLS, Ltd.

**1954** Austin A30, green with beige upholstery, fitted heater, £425.—Kingston-on-Thames, Kingston 1001. [C1093/R]

**C**H.C. (Austin A30 buyers).

**1954** A30 4-door saloon, black with red, unmarked and really outstanding; £435.—Cartwright Hamilton Cars, Ltd., 282, Kensington High St., W.14. Wes. 0207. [C1430/R]

**A**LXANDER LAYSTALL, High-power conversions for A30.

**A**MAZINGLY improved performance and economy.—Send for data sheets and road tests.

**A**LEXANDER ENGINEERING CO., Ltd., Haddenham, A Bucks. Tel. 345. [C1094/R]

**N**OVEMBER, 1955, Austin A30, 2-door heater, 5,000 miles, as new; £475. [C1041/R]

**1955** Austin A30, 4-door, heater, 7,000 miles, as new; £479.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0346-7-8. [C1041/R]

**1954** Austin A30 2-door saloon, one owner, fitted with heater, colour black; £435. [C1041/R]

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C1008/R]

**1955** Austin A30 Countryman, spotless; £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C1041/R]

**L**IMITED number brand new A30 Countryman at old L price.—Austin House, 140, Golders Green Rd., N.W.11. Speedwell 0011. [C1004/R]

**1955** A30 4-door, grey, leather, 6,000 miles, show room condition; £440.—Vincent, 208, High St., Dorking. Tel. 4232. [C1314/R]

**1954** Austin A30 2-door saloon, 11,000 miles; £435.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076/R]

**1954** Austin A30 2-door saloon, heater, superb condition; £425.—J. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C1053/R]

**B**OWES ROAD GARAGE, A30 Countryman 1955, one owner, heater, spare unused; £535.—Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2284/5/6. [C1051/R]

**1100** miles, genuine 1956 Whitehall grey/red saloon, all extras, taxed year; £515; terms, exchanges.—Rudds, adj. Central Sta. Worthing 7773-4. [C1041/R]

**1955** Austin A30 2-door saloon, heater, loose covers, mileage 8,000, blue, one owner, taxed year; £470.—The Limes, Croydon, Surrey. [C1041/R]

**P**RIDE & CLARKE, Ltd.—1955 Austin A30 4-door saloon, 7,000 miles, £469; 1954 2-door, low mileage, heater, £429.—Stockwell Rd., S.W.9. Brixton 6251. [C1036/R]

**1953** Austin A30 4-door saloon, finished in blue with blue upholstery, fitted heater, screenwashers and fog light; £425.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1029/R]

**1954** Austin A30 2-door saloon, duo black-beige with red interior, very clean, any inspection invited; £435.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C1034/R]

**415** gns.—Austin A30 1954 4-door saloon, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C1018/R]

**1955** A30 Countryman, low mileage, heater, magnificent condition; £495. Trade Enquiries Welcomed; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C1059/R]

**G**UARANTEED unblemished 5,300 miles two-door saloon, grey/red upholstery, overriders, ashtrays, quarter windows, indistinguishable new, director's car; new price £565, accept £449.—Austin House, 140, Golders Green Rd., London, N.W.11. Speedwell 0011. [C1040/R]

## Austin A30 Cars Wanted

**C**AR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

**C**AR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1052/R]

**R**EALLY specimen A30s wanted.—Gerrard Cross 2077. [C1744/R]

**A**LMOST new A30 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

**C**ASH immediately for good Austin A30.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003/R]

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN EIGHT

**£235**—1947 Austin 8 de luxe saloon, immaculate.—Hamstead 7871. [C1398/R]

**245** gns.—Austin 8 1948 saloon, sliding head, leather, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C1018/R]

**1939** Austin 8 black saloon, reconditioned engine and gear box, excellent condition, taxed; £165.—A. H. Turpin, Ltd., Markham Moor, Retford, Notts. Tel. Tuxford 215. [C1039/R]

## Austin Eight Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN TEN

**1946** Austin 10hp saloon, heater fitted; £250. [C1040/R]

**X**L SERVICE STATION, Kingston Vale, S.W.15. Kin. 8335. [C1040/R]

## AUSTIN TEN

**1941** Austin 10, black with brown interior, taxed year; £235. [C1037/R]

**1939** Austin 10 Cambridge 4-door sal., black, blue interior, as new.—Worthing 1839. [C1037/R]

**1939** Austin 10hp Cambridge 4 saloon, black/blue interior, as new.—Worthing 1839. [C1037/R]

**1947** Austin 10 saloon, very well maintained; £320.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C1041/R]

**1946** Austin 10, black with brown interior; £295.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8892. [C10219/R]

## Austin Ten Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN A40

**B**. J. HUNTER, Ltd., offer:—

**1956** Austin A40 saloon, very low mileage; £699. [C1040/R]

**B**. N.W.2. Tel. Gladstone 5303. [C1040/R]

**R**USSELL MOTORS, offer:—

**O**CTOBER 1952 Austin A40 Somerset, 14,000 miles only, one owner. [C1035/R]

**1949** Austin A40 Devon, sun-roof, heater; £365. [C1035/R]

**R**USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 8228. [C1035/R]

**H**. A. SAUNDERS, Ltd., offer:—

**1955** A40, black, grey upholstery, heater; £625. [C1035/R]

**1955** A40, black, red upholstery, heater; £625. [C1035/R]

**1954** A40 Somerset, black, brown upholstery, heater; £545. [C1035/R]

**H**. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C10492/R]

**G**ARDNER & Co. (HENDON), offer:—

**1953** Austin A40 drop head coupe, one owner, 17,000 miles; £495.—Sunnyhill 3559 and 0030. [C1034/R]

## SIMPSON'S MOTORS (WEMBLEY), Ltd., offer:—

**1953** Austin A40 Somerset; £450—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C10415/R]

**1953** Austin A40 Somerset saloon, grey, excellent condition throughout; £455.—Perivale 7366. [C1037/R]

**1954** Austin A40, blue, 13,000 miles, heater, radio and sunroof, one owner; £495.—Perivale 7366. [C1037/R]

**H**AMILTON MOTORS (LONDON), Ltd., 466-480, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [C1035/R]

**1949** A40 Devon saloon, grey/blue; £395.—Salmons Garages, Ltd., Temple Bar 3338. [C10429/R]

**1953** A40 Somerset, beige, in perfect condition; £485.—Below. [C1035/R]

**1952** Devon saloon, one owner, £425; hire purchase and part exchanges welcomed.—Harber & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C1035/R]

**A**USTIN A40 pick-up 1954, in excellent condition; A335, part exchange welcome.—Tel. Ham. 8231. [C1382/R]

**1954** A40 Countryman, one owner, 14,500 miles in exceptional condition; £495. [C1035/R]

**T**HE BUCKS MOTOR CO., Ltd., Station Garage, Aylesbury 164/5. [C1035/R]

**1952** Austin A40, G55, green, leather, heater, guaranteed; £410.—Campbell Symonds, Perivale 4456. [C1037/1/R]

**1954** Austin A40 Somerset saloon, de luxe model, leather upholstery and heater, colour black; £525. [C1035/R]

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C1008/R]

**1954** A40 coupe, genuine 13,000 miles, heater, loose covers, fully guaranteed, £395.—Campbell Symonds, Wembley 6262. [C1037/R]

**1953** A40 Somerset, black, radio and heater, low mileage; £485.—Brett Cross Garage, Hendon Way, N.W.4. Speedwell 1196. [C1037/R]

**£450**—1953 (Aug.) Somerset, grey, heater, sun-roof.—Little Coppens, Mizen Way, Cobham, Surrey. Tel. 3214. [C1568/R]

**1954** model Austin A40, heater, immaculate; £475.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C10419/R]

**1952** Austin A40 Somerset saloon; £455.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-3. [C10308/R]

**P**RIDE & CLARKE, Ltd.—1955 Austin A40 saloon 4,000 miles, £629; 1953, heater, covers, £489.—Stockwell Rd., S.W.9. Brixton 6251. [C10368/R]

**1952** Austin A40 Countryman, one owner; £325.—Parsons & Parsons (Garages), Ltd., Potter St., Haslow, Potter Street 121. [C10308/R]

**1952** Austin A40 Somerset saloon, grey, one owner, heater; £430.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C10467/R]

**1953** Austin A40 Somerset saloon de luxe, Mendip grey/beige leather, radio, heater, taxed year, a really nice example of these popular cars; £485. [C1037/R]

**A**LWOOD GARAGE, Altwold Rd., Maldenhead, Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1037/R]

**1953** Austin Somerset saloon, heater, low mileage, immaculate; £435.—Jack Pomer (Automobiles), 395, Hendon Way, N.W.4. Ken. 8011-2. [C10363/R]

**1953** Austin Somerset saloon de luxe, sun roof, heater, leather, over-riders, excellent condition; £475; h.p. terms available.—Mackintosh, Col. 7542. [C10363/R]

**£650**—1955 A40 saloon, black/red interior, heater, only 7,000 miles, one owner, unmarked.—Broadway Motors, Hanworth Rd., Hounslow, Middlesex. Hou. 0175/9805. [C10113/R]

**1951** A40 Countryman, reconditioned engine, re-culled green, in immaculate condition; £425.—Frank Watson (Croydon), Ltd., Thornton Rd., Croydon. Thornton Heath 4221. [C10113/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A40

LIMITED number brand new A40 saloons, Countryman, vans, pick-ups at old price.

Austin House, 140, Golders Green Rd., N.W.11. (C4004)

ARCHIE SIMONS & Co., Ltd.—1954 Austin Somerset saloon, colour beige/red leather, fitted heater, one owner since new, 12,800 miles only, immaculate; £555; -95, Gt. Portland St., W.1. Lan. 1343. (C4015)

1954 Austin A40 Countryman, grey, with brown interior, fitted heater, excellent condition throughout; £485.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 2235 (C4026)

1952 Austin A40 4-door saloon, green, brown leather, heater, steering column gear change, one careful owner, guaranteed; £450.—Kings Motors, 1, High St., Hounslow. Tel. 3532. (C2049)

525 gns.—Austin A40 1954 model Somerset convertible, leather, heater, one owner, choice of 10 A40s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## Austin A40 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition. CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (0967/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

SOMERSET convertible wanted.—35, Kinnerton St., S.W.1. Belgrave 3711. (W3045)

LMOST new A40 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016/R)

A40 buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (W4018)

CASH immediately for good Austin A40.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W3001)

## AUSTIN A50

B. J. HUNTER, Ltd.

1955 Austin A50 saloon, very low mileage; £650.—22-26, Cricklewood Broadway, N.W.2. Gla. 6903-4. (C2040)

H. A. SAUNDERS, Ltd., offer:—

1955 A50 black, chestnut upholstery, heater; £625.

1955 A50 de luxe, black, chestnut upholstery, heater, recorded mileage 11,964; £665.

1955 A50, black, chestnut upholstery, radio, recorded mileage 14,300; £655.

A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

ALEXANDER LAYSTALL, High-power conversions for A50.

A MAZINGLY improved performance and economy.—Send for data sheets and road tests.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

AUSTIN A50 at old price.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Lancham 7735. (C4023)

1955 Cambridge de luxe, grey/red hide, heater, one owner; £595.—Northwood 3661 evenings. (1371)

1955 model Austin A50 saloon, dual colour maroon/grey, many extras; present cost £645; full written guarantee; £645.

S. STEELE GRIFFITHS, London, S.E.5. Rodney 2201-6. (C4160)

PRIDE & CLARKE, Ltd.—1955 Austin A50 de luxe saloon, 2,000 miles; £649; 1954, 9,000 miles; £599.

237, Brixton Hill, S.W.2. Tel. 564-5. (C4068)

1955 with beige interior, one owner, 12,000 miles, superb condition; £645.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 2235. (C4025)

AUSTIN A50 de luxe, 4,000 miles, one careful owner, a registered November, 1954, turquoise blue, B.M.C. guarantee; £600; terms and exchanges.—Mebes & Mebes, Ltd., The Broadway, Mill Hill, N.W.7. Mill 2040/6642. (C3012)

## Austin A50 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (10058/R)

LMOST new A50 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016/R)

## AUSTIN TWELVE

AZ MOTORS offer 1947 model Austin 12 saloon, disc wheel, heater, bargain £250!!!—Palmerston Rd., N.W.6. Tel. Mal. 4723. (C1011)

AUSTIN Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

## AUSTIN SIXTEEN

L. F. DOVE, offer:—

1948 Austin 16 saloon, black, with brown, excellent condition throughout; £295.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1948 Austin 16; £295.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

HIRECAR Limousine June 1952, low mileage, one private owner, heaters, excellent; £665.

JACK ALPHE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1103)

## AUSTIN SIXTEEN

HEARSEs, HearseS, HearseS.—We build hearer or decks on the 16 chassis. Brochures available.

A. L. PE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)

1948 Austin 16 de luxe saloon, finished in black, brown leather, engine just overhauled, new battery; £550. —A. H. Turner, Ltd., Markham Moor, Retford, Notts. Tel. Tuxford 215. (C4038)

EXCHANGE your car for the economic Renault; we offer our part exchange and H.P. facilities.—Tel. or write to Eric Hayes, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. (C2033)

1948 Austin 16 saloon, heater, superb, guaranteed; £290; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C4078)

1946 Austin 16 black saloon, good condition, taxed; £250.—A. H. Turner, Ltd., Markham Moor, Retford, Notts. Tel. Tuxford 215. (C4038)

1948 Austin 16 saloon, black with brown leather upholstery; this car is in excellent condition throughout; £255; £165 deposit.

CLARENCE & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560 and 6306-7-8. (C5083)

1939 Austin 16hp Goodwood saloon, recent complete engine overhaul, very clean; £165.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. (C4071)

A. L. PE & SAUNDERS LTD. Offer Limousine Hirecars. A choice of four 1952 models, all privately owned cars in above average condition, from £495/£725. See also under Limousines column. Large selection. LTD (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. (C1006)

A & S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

## AUSTIN A70

CAR MART, Ltd.

SOLE London Austin Distributors.

1954 Austin A70 Hereford saloon, heater; £565.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (C1039)

NEWHAMS, Ltd.

1952 Austin A70 de luxe saloon, heater, radio, speedo reading 13,000, excellent condition; £485.

NEWHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). (C3024)

ROBBINS OF PUTNEY.

1953 Austin A70 Hereford saloon, grey, grey interior, heater, 13,000 miles, excellent condition; £465.—Robbins, East Putney. Tel. 7881. (C3010)

TOM GARNER, Ltd., offer:—

1954 Austin A70 Hereford saloon, fawn, 9,000 miles only; £565.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blacklars 9265-6-7. (C2020)

1952 Austin Hereford, excellent condition; £425.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 Austin A70; £385.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

£525!!!—1952/3 Austin A70 convertible, large 6-seater, rare model, specimen condition.

LAMBS OF WOOD GREEN (established 1897)—100 L guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

A. L. PE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)

£498.—Austin A70 convertible 1952, electric hood, heater, excellent cellulose and mechanically; many others.

BENNETT'S, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7 and Park 2971. (C1017)

AUSTIN hire car 1951, 30,000 miles only, one private owner; £585; terms arranged.—48, Forty Ave., Wembley. Arnold 4604. (3904)

AZ MOTORS offer 1953 Hereford, £450!!! Also 1951 Hereford, £395!!! Both excellent condition.—Palmerston Rd., N.W.6. Tel. Mal. 4723. (C1011)

1954 Austin A70 sun s/p, black, brown hide interior, heater, taxed year, low mileage, just as new; £325; consider part exchange. (C4027)

1952 A70 Hereford, duo-gear, 28,000 miles, one owner; £420.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4067)

1952 Austin A70 Hereford saloon, radio and heater, one owner; 18,000 miles only; a very beautiful car, 3 months guarantee; £465.

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

1954 Austin A70 sun saloon, black/brown, hide interior, heater, taxed year, low mileage, just as new; £255; consider part exchange.—14, Bulkington Ave., Worthing 1839. (C4027)

1954 Austin A70 Hereford saloon, blue, blue leather, heater, one owner, beautifully kept; £550; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. (C2001)

365 gns.—Austin A70 (November) 1950 Hampshire saloon, sliding head, leather, radio, heater, one owner, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

£545.—1952, Austin A70 Papworth Countryman, genuine manufacturer's ash body, heater, radio, twin spots, wing mirrors, cigarette lighter, in beautiful condition throughout, a rare and much sought after vehicle.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. (C2093)

## AUSTIN A70

A70, 14,000 miles only, grey, blue leather; £535; terms arranged.—48, Forty Ave., Wembley. Arnold 4604. (3906)

## Austin A70 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (10053/R)

CASH immediately for good Austin A70.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Lancham 0012. (C4002)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

## AUSTIN A90

CAR MART, Ltd.

SOLE London Austin Distributors.

1952 Austin A90 Atlantic saloon, heater; £550.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. (C1039)

B. J. HUNTER, Ltd., offer:—

1955 Austin A90 saloon, 5 months use only, genuine 3,000 miles, sold only through loss of licence; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. (C2040)

1952 Austin A90 saloon, excellent condition; £435.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

1956 Austin A90, very low mileage, unmarked; £795.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

A90, 1950 convertible, all electric, immaculate; £400 o.n.o.; evenings, week-ends.—48, Gloucester Way, E.C.1. (1373)

£350.—Immaculate electric convertible A90, 1951, rebored, new clutch, gear box, brakes, all extras.—Wan. 1729. (4090)

AZ MOTORS offer 1952 A90 hardtop saloon, one owner; £450!!!—Palmerston Rd., N.W.6. Tel. Mal. 4723. (C1011)

1950 A90 power convertible, heater, radio, magnificent, guaranteed; £350; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C4078)

1951 Austin A90 Atlantic saloon, every conceivable extra, nice order; £399; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. (C1062)

£455!!!—1951 Austin A90 convertible, beautiful and spotless condition, not an old rusty one, possibly the finest you can see; choice also three others.

LAMBS OF WOOD GREEN (established 1897)—100 L guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

1956 (Nov. 1955) Austin A90 de luxe saloon, black/red, 4,300 miles, heater, etc., one owner, excellent; £825.—Ivor Beal, Ltd., 33, Scarsdale Villas, Kensington, W.8. Western 2789. (C1114)

1955 Austin A90 saloon de luxe, radio, heater, 3,000 miles; £795.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. (C1027)

1952 Austin A90 Atlantic saloon, heater, radio, black/beige leather, executors of original owner state only 10,000 miles, really outstanding opportunity at £475; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. (C2001)

## Austin A90 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 6111. (10059/R)

## AUSTIN A90 (6-cyl.)

CAR MART, Ltd.

SOLE London Austin Distributors.

1955 Austin A90 Westminster de luxe saloon, heater; £725.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. (C1039/1)

H. A. SAUNDERS, Ltd., offer:—

1955 A90 Westminster de luxe, blue, blue and beige upholstery, recorded mileage 6,510; £765.

1955 A90 Westminster de luxe, black, red upholstery, recorded mileage 8,965; £765.

A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

ALEXANDER LAYSTALL, High-power conversions for A90 (6 cylinder).

A MAZINGLY improved performance and economy.—Send for data sheets and road tests.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

1955 (July) A90 Westminster de luxe with radio, taxed, 10,000 miles; £755.—Hills Garage, Ealing 0322. (C4147)

1956 Austin A90 Westminster de luxe, green, guaranteed as new; £795.—Campbell Symonds, Wembley 6262. (C1037)

LIMITED number brand new A90 Westminster de luxe saloons at old price.—Austin House, 140 Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1956 (February) Austin A90 Westminster de luxe, heater, black with maroon leather, 1,200 miles only; £580.

L OXHAM'S MOTOR SERVICES, Ltd., Sudell Cross, Loxburn, Tel. 7116. (3887)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN A90 (6-cyl.)**  
AUSTIN Westminster (June) 1955, full de luxe, with heater, Ace Rimbellishers, twin wing mirrors and spotlamps, 8,000 miles guaranteed, one owner, absolutely as brand new; £895, terms, exchange.—Tel. Birmingham Highway 3506. [4191]

**G&M ALFREDS (1956), Ltd.**—1958 Austin 18 6-7, Warren St., W.1. Euston 3268. [C1005]

**AUSTIN 18** 1956 Chalfont 5-seater saloon, division, 2-face forward occasional seats, chauffeur driven, ideal for taxi; £150.—North 3355. [3544]

**AUSTIN A125 & A135**  
**CAR MART, Ltd.**  
SOLE London Austin Distributors.

**1952 Austin A135 Princess S.W.B. saloon**, sliding head, radio, heater, finished in black with brown upholstery; £299. [C1039/1]

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [C1039/1]

**SOLE London Austin Distributors.**

**1951 Austin A125 Sheerline limousine**, heater, finished in black with brown upholstery; £1,095. [C1039]

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**RAYMOND WAY.**  
RAYMOND WAY OF KILBURN.

**RAYMOND WAY**, the hire purchase specialists.

**1951 Austin Sheerline saloon**, black with beige upholstery, radio and heater, chauffeur-driven and maintained, a really magnificent example. 4192ms.

**HIRE purchase terms on the spot with no references, no formalities; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.**

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maida Vale Garage, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

**ROBBINS OF PUTNEY.**

**1951 (March) Sheerline saloon**, metallic grey, grey hide interior, radio, heater, sliding roof, fog lamp, etc., one private owner, exceptionally nice condition; £495.—Robbins, East Putney, Tel. 7681. [C3010]

**C.H.G. (Austin Sheerline Buyers).**

**1952**, an outstandingly good example in silver grey that has only covered a very small mileage, recommended; £555.—Cartwright Hamilton Cars, Ltd., 282, Kensington High St., W.14. Wes. 0207. [4131]

**PETER BANTOCK CAR SALES offer:**

**1951-2 Austin Princess saloon**, black with 2-tone leather upholstery, equipped with radio, heater, Ace Rimbellishers and new whitewall tyres, beautifully maintained; £695.—104, High Rd., Chiswick 2725/5870. [C1014]

**1950 Austin Princess**, superb condition; £585.

**SWANMORE GARAGE**, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024]

**1950 Sheerline**, one owner, 21,000 miles, very good condition; £445.

**TAYLOR & CRAWLEY**, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 4036. [C4036]

**HARRIS, Hearnes, Hearnes**.—We build beaver and decks on the Princess. Brochures available.

**L.P.E. AND SAUNDERS (COACHBUILDERS) Ltd.**, A Station Approach, Kew Gardens, Richmond 1161. [C1102]

**LIMOUSINE**, 1951/L.H., privately owned, seven-passenger, many extras, excellent throughout, black; £895.

**JACK ALPE LIMOUSINES**, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103]

**AUSTIN Princess 1956 (Feb.)** touring limousine, black, power division, only 1,500 miles; £2,100. Green, Gerrard 9234. [3580]

**1950 A135 Princess saloon**, black, one owner; £595.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

**1950 Austin Sheerline saloon**, radio, heater, in perfect condition; £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3095]

**1954 model Austin Princess touring limousine**, mid-night blue, as new; £1,495.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076/1]

**1949 Austin A125 Sheerline saloon**; two at £395.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068]

**AUSTIN Sheerlines**, 1950/51/52, choice of 3 one-owner cars, exceptionally low mileage; from £375.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-74. [4092]

**1952 (November) Austin Sheerline saloon**, 26,000 miles only, one owner, grey, faultless; £595; terms.—Philip Foster, 106, High St., Uxbridge, Tel. 4202. [4179]

**1950 Austin Princess saloon**, black, fitted radio and heater, excellent condition throughout; £595.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0065. [C1095]

**L.P.E. & SAUNDERS LTD.** Austin 1953 Sheerline Saloon, black, low mileage, faultless condition throughout. £715. See also under Limousines column. Large selection of L.W.B. Limousines.

**A&S LTD.** (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. [C1006]

**1952 Austin Sheerline saloon**, black/beige, heater, radio, very sound throughout, must be seen, 3-month guarantee.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

**AUSTIN A125 & A135**  
£485.—1952 model Austin Sheerline, black with beige leather, radio, heater, taxed year, whole car immaculate.—Simms Motors, 11, Bennett Rd., Higher Crumpeall, Manchester, 8. Tel. Cheetham Hill 1824. [4174]

**A125/135**, two only, Austin Princesses, L.W.B. limousines, one finished in leather and one in cloth, both with many extras at pre-budget prices offering a very substantial saving against current list price.

**J. DAVY, Ltd.**, 180-8, Kensington High St., W.8. Western 7181. 215, Bromington Rd., S.W.3. Knt. 4215. [C1089]

**AUSTIN 1952 (March) de luxe grey Sheerline**, re-wired 20,000 miles, Ekco radio, heater, sliding roof, radiator muff, loose covers, twin mirrors, screen washers, a first-class and beautiful car offered on h.p. terms if needed; £595.—Morris, 133, Green Lane, Morden. Tel. Mitcham 3667. [3835]

**AUSTIN 1952 Sheerline de luxe saloon**, silver blue, one owner, fitted radio, heater, covers, wheel discs, sliding roof, a luxurious car at a ridiculously low price, h.p. if needed; £595.—Morris, 133, Green Lane, Morden. Tel. Mitcham 3667 or Croydon 9220 (evenings). [5396]

**Austin A125 and A135 Cars Wanted**

**CAR MART, Ltd.**, London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

**CAR MART, Ltd.**, Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0352/R]

**CAR MART, Ltd.**, London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

**CAR MART, Ltd.**, 320, Euston Rd., London, N.W.1. Euston 1212. [0057/R]

**SEVEN-PASSENGER Princess limousine** alternatively Sheerline L.W.B. limousine required; details, please to.

**JACK ALPE**, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [W1103]

**ALMOST new A125/A135 required immediately**—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

**WANTED**, late model Austin 135 Princess saloon, showroom condition.—Church Road, Motors, Huddersfield, Essex. Tel. 57271. [3755]

**CASH immediately for good Austin Sheerline**—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

**WANTED**, 1954-55 Austin Princess LWB limousine, must be low mileage.—John Broderick, Ltd., Austin Agents, Leeds Rd., Huddersfield, Tel. 5167. [3616]

**Austin Hire Car Wanted**

**AUSTIN hire car limousine required** 1952.—Greenways, 81, Alfreton Rd., Winchester. [W1010]

**Austin Miscellaneous Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**MARSTON MOTOR CO.** for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0596/R]

**WEYBRIDGE AUTOMOBILES Ltd.**, the Austin distributors, urgently require late type Austin.—Weybridge 233. [0541/R]

**Austin Spares and Service**

**FOR Austin**—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.4 B.M.O. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

**WIMBLEDON MOTOR WORKS, Ltd.**, 29, High St., S.W.19. Wim. 0123. [0414/R]

**NORMAND, Ltd.**

**HAVE your car serviced by the experts.**

**SATISFACTION guaranteed.**

**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 5665. [0356]

**THE CAR MART, Ltd.**

**LONDON distributors**—Spare parts for all model cars and trucks.

**THE CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Catford, S.E.6 (Hither Green 6111). [0160/R]

**AUSTIN genuine spares and specialist service in the West End.**

**S. MORRIS & CO.**, Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R]

**AUSTIN**, the main agents for spares, service and repairs.

**TEL.** Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [0916/R]

**REPAIRS**, gears, gear boxes; seat covers from £5.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [84100]

**AUSTIN spares**, any year, any part: largest stockists in U.K.; exchange units; try Northwood's first—44-47, Newington Causeway, S.E.1. Hop. 2632/2620. [0729/R]

**C. G. NORMAN & Co.**, authorized Austin main spare parts stockist, service spare parts and replacement units—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0271/R]

**AUSTIN 7 spares**—Largest stockists, lowest prices; exchange units; crankshafts, blocks, dynamos, etc.; s.a.s. for list.—Witham's, 18, Balham Lane, S.W.12. Battersea 3280/3769. [0488/R]

**Austin Spares and Service**  
**AUSTIN** parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge Garage, Great West Rd., Bedford, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R]

**PRYNN & STEVENS, Ltd.**, the South London Austin depot.—Full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acie Lane, S.W.2. Brixton 1155. [0184/R]

**AUSTIN-HEALEY**

**WM WELBECK MOTORS** proudly offer:—

**1954 Austin-Healey**, red with red leather, mileage 20,000, hard top, radio, many modifications, specially tuned at world-famous establishment; £745.—Welbeck Motors Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049]

**SLOCUMBS, Ltd.**

**1954 Austin-Healey 100**, cream, red hide and interior, one owner, excellent throughout; £695; unique guarantee, terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

**B. J. HUNTER, Ltd.**, offer:—

**1955 Austin-Healey 100 sports 2-seater**, low mileage, unmarked; £825.

**B. N.W.2.** Tel. Gladstone 6303. [C2040]

**GUY SALMON AUTOMOBILES** offer:—

**1954 Austin-Healey sports 2-seater**, fitted hardtop, 19,000 miles, one owner, good condition; £725.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**1944 Austin-Healey**, blue/blue leather, 8,000 miles, excellent condition throughout; £735.

**GROSVENOR MOTORS (MANCHESTER), Ltd.**, 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [3612]

**REALLY good Austin-Healey** wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. [W1096]

**1954 Austin-Healey**, cream, faultless, moderate mileage; £650, no offers.—L. Levy, 70, Bedford St., Liverpool, 7. [3564]

**1955 (March)**, 12,000 miles, one owner, red, hood, superb condition, not raced; £765.—George Newman & Co. (B'ton.), Ltd., 39-40, Old Steine, Brighton 28102/4. [3613]

**AUSTIN-HEALEY**, 1955 model, blue/ivory, fitted radio, twin spots, etc., immaculate condition, reasonable offer accepted.—Wake, Headington House, Grove Rd., Knowle, Warrickshire. Kno. 2032. [4075]

**AUSTIN-HEALEY** 1954, silver blue, 18,000 miles, A beautiful condition, never raced, maintained by makers, genuine private sale; £700.—Hales, 22, Water Orton Rd., Castle Bromwich, Birmingham. Cas. 2069. [3690]

**1955 Austin-Healey 100 sports**, one owner, 14,000 miles only, finished in green with green leather upholstery, fitted several extras; £795.—Haig's Motor Co., Ltd., Austin House, Granada Rd., Southsea, Tel. Portsmouth 91295. [3672]

**1955 Austin-Healey 100 sports**, ice blue, hard top, i.h.d., 6,000 miles only, twin spot lamps, other extras, never raced or rallied, any inspection invited; £975.—Trinity Cars Ltd., 10, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

**JULY 1954**, green/green Austin-Healey 100, 13,000 genuine miles, overdrive, heater, underseal, spare unused, not raced or rallied, genuine reason for sale; £750 o.n.o.—J. Hubert, 27, Bathgate Rd., Wimbledon, S.W.19. Tel. Wim. 5527. [3767]

**AUSTIN-HEALEY**, cream/green, leather, overdrive, heater, showroom model not demonstrator, 6 months manufacturer's guarantee, unregistered; considerable savings on current price.—Ashlands Garage, Ltd., S.O.-T. 44594. [3849]

**Austin-Healey Cars Wanted**

**ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**RICHARDS & CARR, Ltd.**, buy Austin-Healey.—35, Kimerton St., S.W.1. Belgravia 3711. [W5045]

**ALMOST new Austin-Healey** required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

**CASH immediately for good Austin-Healey**—H. F. Edwards, 154, Great Titchfield St., London, S.W.1. Tel. Langham 0012. [W2008]

**Austin-Healey Spares and Service**

**AUSTIN-HEALEY** spares and service, for specialized Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd.; Le Mans tuning kits and high-compression pistons available.—Service; Donald Healey Motor Co., Ltd., 2-4, Reccs Mews, South Kensington, Tel. Kensington 1004. [3651]

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**CAR MART, Ltd.**

**1951 Bentley 4½-litre standard steel saloon**, sliding head, radio, heater, finished in black with brown upholstery; £1,975.

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1089]

**P.B. Ltd.**, offer:—

**1936 (December) 4½-litre special Hooper sports saloon**, in quite outstanding condition.

**PADDON BROS.**, Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3038]

**1938 Bentley saloon**, 4½ litre, well maintained; £775.—Pulverall, 27, Friar Gate, Derby. Tel. Derby 42231 (office hours). [3869]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**JACK BARCLAY, Ltd.**  
**EXCLUSIVELY** for Rolls-Royce and Bentley.  
**LARGEST** official retailers in the world; please write for stock list.  
**JACK BARCLAY, Ltd.**, Berkeley Sq. Mayfair 7444 (open until 7 p.m.). (C1082/R)

**H. H. PAUL, Ltd.**  
 1953 (July) R-type TN series standard steel saloon, black, mileage 31,000; £2,900.  
 1952 (Oct.) R-type saloon, black, 25,000 miles; £2,750.  
 1952 (April) standard steel saloon, big-bore engine, midnight blue 46,000 miles; £2,250.  
 1952 H. J. Mulliner 4-door saloon, black, mileage 60,000; £2,950.  
 1951 James Young 2-door saloon, grey, mileage 51,000; £2,850.  
 1950 standard steel saloon, black, exceptional condition, 65,000 miles; £1,995.  
 1949 (Oct.) H. J. Mulliner 4-door saloon, black, 65,000 miles, exceptional condition; Mayfair 32, Bruton Place, Berkeley Sq., W.1. (C10340)

**R. OWEN, Ltd.**  
 FROM our large and comprehensive stock we have chosen the following cars as examples:  
 1954 R-type standard saloon, fitted with automatic gear box, finished in black pearl and silver grey with grey hide upholstery, 24,594 miles, excellent condition, this car has always been maintained by Bentley Motors; £3,650.  
 1951 Young, finished in dark green with green hide upholstery, excellent condition throughout, extras include centre arm rest, cocktail cabinet, etc.; £2,950.  
 1949 2-door saloon by Freestone and Webb, finished in grey with grey hide upholstery, extensively overhauled throughout, 2 owners, as new; £2,355.  
 WE are interested in the purchase of Bentley cars which have suitable communications from owners who have such vehicles for disposal.  
**R. OWEN, Ltd.**, 17, Berkeley St., London, W.1. Mayfair 8069. (C10352)

**R. OWEN, Ltd.**  
 1952 4½ sports saloon, special two-tone colour, midnight blue and steel grey, with grey hide interior, radio, heater, etc., 28,000 miles, one owner since new, superb condition; £2,395.—Robbins, East Putney, Tel. 7881. (C10310)

**JACK SMITH offers:—**  
 1952 Bentley Mark VI 4½-litre sports saloon with brown hide upholstery, original cost over £5,000; this car is in truly outstanding condition, one owner; £2,950.  
 1953 Bentley R type, black with beige upholstery, whole car in excellent condition; £2,850.  
 1952 Bentley Mark VI 4½-litre, large bore, small boot, duo metallic grey with maroon hide upholstery, full history available, one owner; £2,150.—**Jack Smith**, 23, Bruton Place, W.1. Mayfair 0651-2. (C10402)

**C.H.C. (Bentley buyers).**  
 1949 standard steel saloon in midnight blue, complete with extra spotlights, wing mirrors, radio, heaters, whitewall tyres, seat covers, etc., etc., a distinctive car in excellent condition; £1,350.  
 1953 R-type saloon, a superb example with full history, Bentley history, strongly recommended; £2,950.  
 1951 standard steel saloon, finished in attractive green with beige upholstery, an immaculate car at moderate price; £1,650.  
**W.H.I.T.E. Bentley** We have taken this unique 6½-litre competition 2-seater in part exchange, 122mph lap at Brooklands pre-war. This car is in superb condition throughout. For full details please contact Cartwright Hamilton Cars, Ltd., 282, Kensington High St., W.14. Wes. 0207. (C1133)

**JACQUIER, Ltd., offer:—**  
 1947 Bentley Mark VI standard steel saloon, black, brown interior, radio, heater; £1,295.  
 1935 3½-litre Park Ward saloon, exceptional; £545.  
 1935 3½-litre Vanden Plas 4-door saloon, attractive; £425.  
 1937 Series HK 4½-litre Park Ward 4-door saloon, radio, heater; £625. Several others in stock.  
**JACQUIER, Ltd.**, 225-27, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

**RIPPOBROTHERS, Ltd.**  
 1953 (Nov.) Bentley saloon fitted with automatic gear box, cellulosed, black/grey with red leather upholstery; price £3,450.—Rippon Bros., Ltd., Huddersfield, Leeds, Sheffield and Bradford. (0956/R)

**K. NIGHTSBRIDGE offer:—**  
 1952 Bentley 4-litre Mk. VI Park Ward power-operated four-seater drop head coupe, one titled owner, small mileage, new condition.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. (C2036)

**RUSSELL MOTORS offer:—**  
 1939 overdrive Bentley drop head coupe by H. J. Mulliner, fully disappearing hood, radio, heater, etc.  
 1939 overdrive Bentley semi-racer edged saloon by Barup & Maberly.  
 1939 overdrive Bentley saloon by Park Ward.  
 1937 Bentley 4½ Park Ward special saloon, recent engine overhaul, including crank reground.  
 1937 4½ Bentley semi-racer edged saloon by Thorne & Maberly, radio, heater, etc.  
**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1. Sloane 9288. (C10360)

1937 Bentley, recent overhaul; £650.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.4. Ken. 4858. (C10428)

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**TOM GARNER, Ltd., offer:—**  
 1951 Bentley 4½-litre Mk. VI standard steel saloon, grey/black, nominal mileage; £1,950.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester. 2. Blackfriars 9265-6-7. (C2080)

**MANN EGERTON & Co., Ltd.**  
 Bentley R type automatic gear saloon, velvet green, fawn leather upholstery, 15,000 miles.  
 Bentley H type sports saloon, in grey with red leather upholstery, 19,000 miles.  
 Bentley H type sports saloon, Tudor grey, 20,000 miles.  
 Bentley H. J. Mulliner lightweight special saloon, black, 15,000 miles.  
**MANN EGERTON & Co., Ltd.**, 14, Berkeley St., W.1. Hyde Park 2073. (C2006)

**PASS & JOYCE, Ltd., offer:—**  
 1954 Bentley R-type saloon, automatic drive, radio, very fine condition, black with biscuit interior; 4 months guarantee; £3,950.  
**PASS & JOYCE, Ltd.**, 184-188, Gt. Portland St., W.1. Tel. Museum 1001. (C1039)

**MASCOT MOTORS, Ltd., offer:—**  
 CHOICE of two Bentley sports saloons; £595.  
 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. (C1007)

**R. & F. GRADWELL, Ltd., offer:—**  
 1937 Bentley 4½-litre Park Ward saloon, black, grey hide, fitted heater, radio, loose seat covers, paintwork, chrome and interior in very good order; £200 recently spent on the engine and the whole car is in post-condition; £2,495.—Reliance Garage, Waterloo Rd., Blackpool 42028/9. (C1618)

**DENHAM GARAGE (ESHER), Ltd., offer:—**  
 Bentley standard steel saloon, October, 1949, exceptional condition throughout; £1,395; part exchanges, deferred terms.—High St., Esher, Surrey, Tel. 2021. (C1100)

**CENTRAL GARAGE (CROYDON), Ltd., offer:—**  
 1937 Bentley 4½, fitted with distinctive special radio-edge body by Freestone and Webb, finished in black with all usual chromium in special plating, engine complete overhaul and bodywork unmarked; £665.  
**FELL RD., Croydon, Tel. Croydon 7464.** (C1098)

**SWANMORE GARAGE, Ltd., Bournemouth, offer:—**  
 1951 Bentley Mk. VI by H. J. Mulliner, in finest possible condition; £2,675.  
 1949 Bentley Mk. VI steel saloon, complete engine overhaul; £1,495.  
 1939 Bentley 4½ (overdrive) Parkward, 100% Bentley report; £895.  
 1939 Bentley 4½ (overdrive) d.h.c. by Vanden Plas, 100% Bentley report; £875.  
 1936 Bentley 4½ by Park Ward, perfect history; £585; guarantees, terms, exchanges; distance no object.  
 1176 Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344 & 43345. (C1024)

**3½ Park Ward saloon; £335.—Sloane 4086.**  
**JACK OLDING & Co. (MOTORS), Ltd., official Bentley, Rolls-Royce retailers, offer:—**  
 1954 Bentley 4½-litre H. J. Mulliner Continental saloon, black, brown hide, synchromesh, one owner; £5,500.  
 1954 Bentley 4½-litre standard saloon, dual grey, grey hide, automatic, one owner; another Tudor grey; £3,750.  
 1954 Bentley 4½-litre standard saloon, black, brown hide, automatic, one owner; £3,550.  
 1954 Bentley 4½-litre standard saloon, black, red hide, automatic, one owner, 12,000 miles; £3,950.  
 1953 Bentley 4½-litre standard saloon, black, red hide; another special grey; £3,150.  
 1953 Bentley 4½-litre James Young 2-door saloon, blue, grey hide; £2,250.  
 1952 Bentley 4½-litre H. J. Mulliner lightweight saloon, black, tan hide, one owner; £3,250.  
 ALL the above cars have been passed by our officially appointed service department.  
**UDLEY HOUSE, North Audley St., W.1. Mayfair 5242. (Open to 7 p.m.)** (C1030)

**CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers offer:—**  
 1954 (Oct.) Bentley R type, automatic gear box, metallic grey, one owner, genuine 19,000 miles, exhibition condition.  
 1952 Bentley Mk. VI saloon with bench front seat incorporating a disappearing division, dark green, grey leather, ideal dual purpose car either chauffeur or owner driver; £2,595.  
 1951 (Dec.) Bentley big bore saloon, black, blue leather, one owner, 41,000 miles, exceptional condition and excellent history; £2,450.  
**SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.**

**SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.** (C2010)  
 1948 Bentley steel saloon, black/brown, radio, heater; £1,335.—Odeon Motors, Ltd., Bar 1144. (C1028)

1948 Bentley steel saloon (choice of 2); £1,225.—Farnham Motor Co., Ltd., Downing St., Farnham 6151. (C1832)  
 1937 (reg.) 3½-litre Vanden Plas closed tower, cream and black unique car, immaculate condition; £590.—Tel. Wel. 3748. (C1807)  
 1934 3½-litre Bentley fitted post-war close-coupled sports saloon body, finished in dual grey, £250 engine overhauled.  
**JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 21323.** (C2090)

**STATION GARAGE, TAPLOW, Ltd., offer 1938 Bentley 4½-litre semi-racer edge sports saloon by Mulliner; £595.—Tel. Burnham Bucks. 89.** (C1845)  
 1935 Bentley 3½-litre, French racer-edge body, beautiful condition, radio, heater; £575.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 5195. (C10395)

**BENTLEY (3½, 4½-litre and New 4½-litre)**

1937 model Bentley 4½-litre saloon, heater, radio; £495.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)  
 1938 Bentley Park Ward saloon, recent and considerable bills, coachwork in beautiful condition; £685.  
**TAYLOR & CRAWLEY, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5213.** (C1029)

1939 Bentley MX series 4½, overdrive, super utility, guaranteed; £740; payments—O'dheid, Kensington High St., W.14. Wes. 6631. (C1039)

**EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers, reliable used cars in stock.** (C1456)  
 1947 Bentley standard steel saloon, grey with blue leather, 55,000 miles, 2 owners; a really properly kept Bentley for the reasonable price of £1,195.  
**A. ABBOTT, Ltd. (official Bentley retailers), E. Farnham, Surrey. Tel. Farnham 6232.** (C1866)

1948 Bentley Mark VI standard steel saloon, black; £1,195.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C1088)

1939 MX series fixed head coupe by H. J. Mulliner, black, total mileage 53,000, Bentley history, taxed year; £935.—R. S. Mead (Sales), Ltd., 48, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C1011)

Bentley 4½ 1935 Mulliner sports saloon, fitted with heater and many extras, completely resprayed in black and grey, excellent condition; price £2,800. Duchesne of Wimborne, Tel. 1020. (C1666)

1954 R-type steel saloon with automatic gearbox, velvet green with beige hide upholstery, one owner, chauffeur driven, under 23,000 miles; recently serviced by Bentley; £3,750 or near offer.  
**COL. A. J. CHASTON, Trocadero Farm, Ystrad Mynach, Glam.** (C1622)

Bentley 3½-litre 1935 model Park Ward saloon, black, navy blue leather interior, very fine condition throughout, tyres almost new; £445. (C1419)  
 1951 series Bentley Mark VI saloon, 35,000 miles, indistinguishable from new; £1,895; exchanges.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1936 Bentley 3½-litre Park Ward 4-door sports saloon, radio, heater, excellent India tyres, exceptional condition throughout; £595.—Sheppard, Chestnut Chase, Bovingdon, Tel. 5106. (C1963)

1953 Bentley saloon, R type, black, grey trim, all extras, 29,000 miles, superb condition; £3,360.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. (C1037)

1938 Series 4½-litre Mulliner saloon, grey, blue leather, practically new tyres, nice condition and mechanically perfect; £2,75.—George Newman & Co. (B'ton), Ltd., 39/40, Old Steine, Brighton 28102/4. (C1611)

Rolls Bentley 3½-litre super sports saloon, grey, blue leather, £300 overhaul, bills available; £425. Exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6400. (C1024)  
 Bentley 3½-litre super sports saloon, 4½-litre, 1936, engine rebuilt by Rolls-Royce, complete chassis overhaul by Bentley Motors, £1,200 spent, magnificent specimen; £2,685.—20, Warwick Rd., Nottingham. (C1973)

o.n.o.—Bentley LE series Park Ward saloon, reg. June 1939, in first-class order, locally owned, taxed; exchanges, terms.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558/9. (C1588)  
 1947 3½-litre Rolls Bentley James Young coupe, ivory, with new red hood, recent £100 engine overhaul, a very beautiful specimen throughout.—Broadway Motors, Hanworth Road, Hounslow, Hou. 0175/9309. (C1113)

1956 1915-1937 Bentley 4½ Park Ward sports saloon, immaculate, specimen condition, recently overhauled by Lamb of Wood Green. Established 100 guaranteed cars, exchanges, hire purchase, 421-423, High Rd., Finchley. Finchley 6222. (C1052)

365 cns.—Bentley 1936 3½-litre Rippon sports saloon, Cotswold beige, chrome waistline, sliding head, red leather, exceptional. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 604. (C1013)

4½-litre Bentley R type standard saloon, first registered December, 1954, two-tone finish, black/pearl/Tudor grey with brown hide, guaranteed mileage approximately 20,000, manufacturer's guarantee transferable, whole car in immaculate condition; £3,950.—Tel. Redcar 1401/4. (C1506)

1938 Bentley 4½-litre Alpine saloon, coachwork by H. J. Mulliner, in faultless condition, engine completed under 20,000 since complete reconditioning by Bentley experts; this is a beautiful example and must be seen to be appreciated.—Flemings of Redcar, Tel. Redcar 1401/4. (C1506)

**HOLLAND PARK AUTOMOBILES** offer Bentley big bore S.S., owned and maintained by Rolls-Royce until Dec. '53, one careful owner since, full works history, 1954 models, including seating, dynamo and matrix slide-out radio, heated rear window, etc. H.P. exchanges; £2,350.  
 1947 Bentley Mark VI S.S. engine, 3,000 miles, radio, grey, excellent condition, H.P. exchanges; £1,195.  
**HOLLAND PARK AUTOS, 142, Holland Park Ave., W.11. Park 2228.** (C1036)

**EXCHANGE** Bentley 4½-litre Park Ward sports saloon, colour metallic grey, chassis number B3K1, registered September, 1937, two owners only from new, magnificent condition bodily and mechanically, maintained to very high standard, received accounts available for inspection; fitted H.M.V. radio, electric heater, defroster, screenwashers, trumpet horns, etc. Note spot on the prettiest pre-war Bentleys running to-day; price required, £600 or exchange with cash adjustment for post-war Bentley, 1946/1950, or American, 1946/1950/1955; trade offers invited.—Contact R. R. Waughy, "Bayern", 26, Edgeley Rd., Stockport, Cheshire, telephone Stockport 3327 after office hours, or Manchester Moss Side 3959 during the daytime. (C1416)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BENTLEY (PRE 1931)

BENTLEY 1930 4½-litre saloon, engine and chassis particularly good, 21mpg and using no oil; £195 o.n.o.—Theobald, Westbury Farm, Purley, Berks. [3640]

1926 3-litre Bentley, McKenna rebuild 1950, new 2-door black saloon, swept tail alloy body 1950, blue/grey trim, matching carpets, polished hardwood panel, original instruments, tyres, chrome, excellent, taxed Dec. 1956, no reasonable offer refused. Marsden, 115, Portico Lane, Prescott, Lancs. [4108]

1930 4½-litre Bentley open sports 4-str., a true example of this famous marque; we have just completed a comprehensive overhaul of the engine and chassis; full details will be given gladly to prospective purchasers. We list a few items: Decarbonized and fitted under forged KE965 valves and new piston rings, tappet rollers reset and vertical drive bevels remeshed and ports polished, brakes relined and wheel bearings checked and wiring checked and cables grouped; cylinder bores were found to be in beautiful condition as also the main and big-end bearings; the Vanden Plas coachwork is in excellent condition; finished in B.R. green cellulose with red leather interior, chrome radiator, etc.; the rear compartment was repolished when the body was recently rebuilt and fitted with rounded tail end housing luggage compartment; the hood, tonneau cover and side screens are all in good condition; the instrument panel is French polished and contains all large matched speedo and rev. counter and all instruments work; the head lamps are P.100s (re-chromed) and a genuine Zeiss long-range driving lamp is also fitted; altogether a fine vintage Bentley for the most fastidious enthusiast; £325.—Bob Glynn, 189, Pavilion Rd., S.W.1. Sloane 4867 (any time). [C2096]

## Bentley Cars Wanted

CAR MART Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.  
CAR MART Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434 [0958/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

LOW mileage, good condition Bentleys, 1948-1955.—L.R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [C3011]

GEORGE NEWMAN & Company purchase for cash post-war Bentleys, 1948, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W5025]

CASH immediately for good Bentley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R]

CASH immediately for good Bentley.—H. F. Edwards, 22-24, Upper High St., Epsom, Surrey, Tel. Epsom 5611. [W2001]

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4245. [0636/R]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise. Compton, 69, Westway St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R]

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3050]

## Bentley Spares and Service

A SERVICE unequalled.  
OFFICIAL repairers Bentley cars.  
SERVICING or overhauls.

COACHWORK renovations and accident repairs.  
SPARES, all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [81082/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.  
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.  
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R]

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. [83030]

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Compton, 69, Westway St., Crystal Palace, Tel. Livingstone 3362. [0490/R]

## B.M.W.

B.M.W. Type 326 1937 drop head, 1,000 miles since major overhaul; £300.—Ric. 2432. [3736]

## B.M.W. Cars Wanted

WANTED, used cream B.M.W. Isatis, cash waiting; details.—13, Grove Ave., Norwich. [3354]

## Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

## Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager. No job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R]

## BORGWARD

1956 Isabella saloon, finished in silver.

1956 Isabella station wagon, finished in green, both works mileage.

LOCKS FORD GARAGE, Ilford Lane, Ilford 3155 (ext. 2). [4158]

METCALFE & MUNDY, Ltd., the Borgward Importers and concessionaires.  
OFFER the only Borgward Isabella 1½-litre of its type in the world; this is the piece de resistance of and is the actual show model exhibited by Borgwardwerke at the recent Frankfurt Motor Show; fitted with a most elegant short-coupled fixed head coupe de ville made by Messrs. Deutz of Koln; can seat 3 adults in front and 2 teenagers in the back, colour black with red specially made leatherette upholstery, hand-tailored individual loose covers in black leatherette and dove grey Fransch velvet, most beautifully fashioned, twin overriders with built-in pass and fog lights, twin rear overriders with built-in reversing lights, 800m Becker multi-tone movable selector radio with electric aerial, unusual streamlined wing mirrors, whole car undersealed throughout, very light wheel discs, Firelli tyres, electric auxiliary foot pump operated from the batteries, automatically returning blinding indicators, heater and cold air conditioning, automatically returning windshield wipers, Hella twin tone musical horns with automatic action and relay, 2 leading shoe brakes fully compensated, clear lighter, hand inspection light, comprehensive tool kit, 88 mph and 35 mpg, headlamp vizors, compass, total mileage 850 miles; this car is the personal property of our managing director who is only regretfully disposing of it for purely personal reasons; full guarantees applies; it is impossible to describe fully this beautiful vehicle, and it must be seen to be believed; literally as brand new car; best offer: terms and exchanges.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. [C3064]

1955 (August), Isabella, 4,000 miles, radio, heater, other extras as new, £1,265. Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]

## BRISTOL

ANTHONY CROOK offers:—

1955 405 saloon, full history supplied and maintained by us; £2,850.

1953 401 saloon, full history supplied and maintained by us; £1,295; one owner.

1952 401, full history, one owner; £1,295.

1952 401, full history supplied by us; £1,195.

THE following are also available:—

1953 401; £1,095.

1951 401r £1,050.

1948 400; £675.

WHEN buying a specialised car it is best to consult a specialist; we have been leading distributors of the Bristol since its origin; sales are backed by a service and spares department using most modern specialised equipment to which Bristol cars are sent from all parts of the country; unless otherwise stated, all Bristols with "full history" designation have been thoroughly tested by our service department and are without comparison for mechanical fitness.

ANTHONY CROOK MOTORS, Ltd., Sales—High St., Esher, Surrey, Tel. 4580. Service—The Roundabout, Herham Rd., Walton-on-Thames 687. [C1063]

GUY SALMON AUTOMOBILES offer:—

1953 Bristol 401 saloon, radio, carefully maintained; £1,350.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

WORKING MOTORS, Mercedes distributors.

1949 Bristol 400 sports saloon, completely as new throughout and in faultless condition; £795.—Maybury Hill Garage, Woking 4277-8. [C4097]

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Bristol Model 400/85, black with beige leather, fitted radio and heater; £1,275.

1951 Bristol 401 saloon, black with beige upholstery, fitted radio and heater; £1,275.

1953 Bristol 403 saloon, finished in heather grey with maroon upholstery; £1,700.

1954 Bristol 405 saloon, finished in green with green upholstery; £2,750.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4030]

UNIVERSITY MOTORS, Ltd., guaranteed as always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R]

BRISTOL type 401 1951 model, green, immaculate; £1,200.—Briggs, 36, Bridge St., Castleford. Tel. 2083. [3593]

1949 series Bristol type 400 saloon, black, radio, heater; £795.—Odeon Motors, Ltd., Bar. [C3066]

1954 (June) 404, low mileage, radio, Michelin X, immaculate; £2,195.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]

1953 Bristol 403, small mileage, spotless condition throughout, subject to any examination and trial; £1,750.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [4182]

BRISTOL 403, June 1953, black, perfect condition, extras; £1,500.—Harrison, Howden, Goole. Tel. Howden 271. [3681]

BRISTOL 401, 1953, reg. 6/11/52, in as new condition, wireless, new tyres, 21,000 miles; £1,425.—Bowman's Garage, Weybridge 1265. [4193]

BRISTOL 400, sports engine, carefully maintained, 35,000 miles, radio, heater, silver grey; £750.—71, Salisbury Rd., Worcester Park, Surrey, Tel. Elmbridge 6467, daytime. [3710]

## BRISTOL

1954 Bristol 405 saloon, 15,000 miles only, heather grey, radio and heater, faultless condition; £1,795; terms.—Philip Foster, 106, High St., Oxbridge, Tel. 4202. [4176]

1951 (November) Type 401 saloon, blue, leather upholstery, heater and radio, in excellent condition throughout, really carefully used and maintained; mileage 41,000 genuine; £1,500.—Cleaves, 166, Saffron Walden, Essex. Tel. 3203/4/5. [3734]

£825 o.n.o.—Bristol 400, finest example on offer; fitted new 85C engine, done 2,000 miles since; host of modifications, CR2 box, etc.; in 100% condition; taxed; terms, exchanges.—Ross Motors, Ltd., Resent St., Hinxley, Leics. Tel. Hinxley 555-8. [3683]

BRISTOL 1951 401, fully modified last year to 404 specification costing £400, genuine 120 mpg radio, heater, twin exhausts, fastest 401 in the country, 26 mpg; £1,075, exchanges considered, h.p. arranged.—130, Church Rd., Moseley, Birmingham, 15. South 1146. [4195]

1949 (May) Type 400 Bristol, surf blue with beige leather, 49,000 miles, reconditioned engine, 9,000, new Michelin X tyres, immaculate and perfect mechanical condition throughout; £775.—George Newman & Co. (B'con), Ltd., 39/40, Old Steine, Brighton 28102/4. [3509]

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, 1. West Country distributors of the Bristol range invite your enquiry; demonstrations promptly arranged; confidential cut-of-income facilities and part exchanges; constantly changing range of used models available for your selection.—Tel. Bristol 25280. [0474/R]

1954 Bristol 404 coupe, red with grey leather interior, 15,000 miles genuine; radio, heater, spot lamps, windscreen washers, chrome wheels, Michelin X tyres; in immaculate and perfect condition; a super car and one of the few low-mileage examples of this exclusive model; the owner will demonstrate the car to interested buyers, no triflers; part exchanges considered on similar class of car; original cost £3,700; price £2,550.—Box 0983. [3623]

## Bristol Cars Wanted

ANTHONY CROOK.

OUR demand for good used Bristols which can bear inspection by our Service Department is urgent.

Sales: High St., Esher, Surrey, Tel. 4580. [C1063]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

CASH immediately for good Bristol.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

PRIVATE buyer requires 405 Bristol, must be in perfect condition and low mileage.—Kent, 38, Wakefield Rd., Staincross, Barnsley. [3546]

## B.S.A.

1938 B.S.A. Scout 10hp sports 2-seater, clean, good condition and tyres; £145. [C1024]

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

BASIL ROY, Ltd.—B.S.A. (Scout) model; spares, comprehensive stock, wholesale and retail; 161, Gt. Portland St., W.1. Langham 7733. [0144/R]

## BUGATTI

METCALFE & MUNDY, Ltd.

THE very famous ex-Peter Hampton type 46 supercharged Bugatti short coupled saloon, sliding head, large rear trunk, polished aluminium wheels, Marchal headlights and centre spotlight, polished wood steering wheel, full tool kit, very comprehensive dash with a host of extras, everything in full working order, 2-colour Bugatti blue, complete mechanical overhaul utterly regardless of cost, lavishly equipped throughout, 8 sports coils, 8 spares and an extra set of a most tractable town car, 10 mph in top gear with a maximum of 115 mph; the car offers unrepeatable value at £495.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

GENUINE vintage Bugatti saloon, 33hp, in exceptional condition; recently rebuilt; £280.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0670/R]

Bugatti Spares and Service  
J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R]

## BUICK

1941 Buick saloon, very pretty lines; £195.

BUICK saloon, registered February, 1954, 30,000 miles, all extras, immaculate 51hp Dynaford, blue; £675.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

1949 Buick special, genuine 37,000 miles, perfect condition; £495.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield, Tel. Enfield 3150. [C1075]

£695!!!—1949/50 Buick 30hp 4-door saloon, special right-hand drive model, specimen condition.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2062]

BUICK all electric convertible, ex Embassy car, perfect.—Box 0826. [3363]

1955 Buick special, radio, 8,000 miles; £2,200.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., Kensington, S.W.3. Ren. 4858. [C4026]

BUICK Viceroy, black, excellent, r.h.; £220; must sell; view week-ends.—3, Wood Rd., Shepperton, Middx. [3703]

## Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, 62, Piccadilly, London, W.1. [0503/R]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BUICK** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C141/R]

### CADILLAC

**CAR MART, Ltd.**

**1942** Cadillac 7-seater limousine, radio, heater, left-hand drive; £245. [C1039]

**CAR MART, Ltd.**, 10, Oxbridge Rd., Ealing, W.5. Ealing 8800. [C1039]

**1949** Cadillac convertible h.p. engine.

**1951** Cadillac Fleetwood 60 special, 42,000 miles, 2-tone colour grey.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

**CADILLAC**, Hydramatic drive, black saloon, registered 1951, all extras, works maintained; £550.—7, George Yard, Grosvenor Sq., W.1, Mayfair 0131. [C3008]

**CADILLAC** Eldorado 1955 hydramatic-drive convertible, 5,000 m.s. in pale blue with blue and white interior to match, fitted with power-operated hood, steering, seats and brakes, and many other extras; cost new £5,000. [C3008]

**CADILLAC** 62 series 1954 hydramatic-drive convertible, 16,000 m.s., in blue with leather interior to match, also power-operated throughout with self-seeking radio and electronic eye; £2,750.—Tel. T. Sullivan, Hou. 6369. Eus. 5581-2-3. [C4093]

**1950** Cadillac model Fleetwood 60S, laurel green, white wall tyres, hydramatic gear box, electrically operated front seats and windows, self-seeking radio, heater and demister, really super, outstanding car; £1,250; h.p. part exchange.—Church Road Motors, Had'nigh, Essex. Tel. 57271. [C1413]

**Cadillac Cars Wanted**  
**JOE THOMPSON (MOTORS), Ltd.**, require Cadillacs—91-95, Fulham Rd., S.W.3. Kensington 4858. [W1028]

**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, 42, Piccadilly, London, W.1. Hyde Park 7121. [C304/R]

**Cadillac Spares and Service**  
**CADILLAC** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C1012/R]

### CHEVROLET

**SIMPSON'S offer:—**

**1950** Chevrolet 2-door, heater, all extras.

**1948** Chevrolet, heater, 4-door saloon, spotlight, washers.

**1955** Chevrolet Bel Air V8, M. and H., all extras.

**1952** Chevrolet 2-door de luxe, R. and H., all extras.

**1950** Chevrolet 4-door de luxe, R. and H., White-wall tyres.

**1953** Chevrolet 150 2-door, heater, low mileage, one owner.

**SIMPSON'S MOTOR (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

**1954** Chevrolet Bel Air convertible, radio, heater, power hood, absolutely as new.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

**1954** Chevrolet Bel Air Powerglide, automatic transmission, radio, heater, immaculate.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

**1951** Chevrolet 4-door de luxe, radio, heater, whole car in 1956 condition.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

**AZ MOTORS** offer 1948 Chevrolet, R. & H., perfect condition; £325.—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011]

**CHEVROLET** 1953 r.h.d. 4-door, 16,000 m.s., radio, heater, 2-tone black and red; £550.—Tel. T. Sullivan, Eus. 5581-2-3. [C4093]

**1953** Chevrolet, radio, heater, 10,000 miles; £1,050.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

**1946-7** Chevrolet Fleetline saloon, r.h.d., black, exceptional condition; £415.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

**1955** Chevrolet Bel-Air saloon, extras, 9,000 miles; £1,645.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5588. [C1027]

**1952** Chevrolet Bel Air, l.h.d., black, Powerglide, radio, heater, 35,000 miles, one owner, excellent condition.—70, Cambridge Rd., Impington, Cambridgeshire. Histon 332. [C3669]

**1951** Chevrolet right-hand drive 4-door saloon, colour black, exceptional throughout; £650; exchanges.—Harold Webb Motors, Ltd., Hornchurch Rd., Hornchurch, Tel. Hornchurch 5961/2. [C3656]

**£495**—Chevrolet 1950 2-door coupe de luxe, full 6-seater with a very attractive body style in beautiful condition throughout, fitted heater, seat covers, new tyres, etc.—See below.

**CHEVROLET** 1950 4-door de luxe, fitted £150 extras, C including sun roof, this car is comparable to new; £595; terms, exchanges.

**D. F. WYATT, Ltd.**, 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 9886. [C4064]

**BRITISH & COLONIAL MOTORS, Ltd.**, invite you to visit their showrooms during the week ending April 14th, 1956, and to inspect the finest show of new and used Chevrolets since the war—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027/1]

**Chevrolet Spares and Service**  
**BRITISH & COLONIAL MOTORS, Ltd.**, distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 5588. [W1027/R]

**Chevrolet Spares and Service**  
**CHEVROLET**—Concessionaires for the United Kingdom hold good stock of spares, same day service.—B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5588. [C1027/R]

**Chevrolet Spares and Service**  
**CHEVROLET**—Spare parts and service for cars and trucks, the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich, Tel. Grundsburg 500. [C801/R]

**CHRYSLER**  
**OPPORTUNITY**—Advertiser has 1939 Wimbledon Chrysler with body damage, uneconomical to repair, engine and transmission, etc., in new condition after expenditure around £700; will sell for modest price or buy similar model with good body.—Box 1030. [C3719]

**CHRYSLER Cars Wanted**

**CHRYSLER** distributors, will purchase all types of Chrysler vehicles—59-65, Belsize Rd., S.W.3. Ken. N.W.6. Mal. 5555/2155. [C643/R]

**CHRYSLER Spares and Service**

**CHRYSLER** distributors, spare for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [C495/R]

**CHRYSLER (LONDON), Ltd.**

**CHRYSLER** distributors, spare for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [C495/R]

**CHRYSLER (LONDON), Ltd.**

**CHRYSLER** distributors, spare for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [C495/R]

**CHRYSLER (LONDON), Ltd.**

**CHRYSLER** distributors, spare for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [C495/R]

**CHRYSLER (LONDON), Ltd.**

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**CHRYSLER (LONDON), Ltd.**

**DAIMLER**  
**STRATSTONE, Ltd.**, Daimler distributors.

**A** WIDE selection of Daimler cars always available for immediate delivery.

**STRATSTONE, Ltd.**, 40, Berkeley St., London, W.1. Mayfair 4404. [C4022]

**DENHAM'S GARAGE (ESHER), Ltd.**, offer:—

**DAIMLER** Consort 1951 April, immaculate throughout, one fastidious owner only; £635.

**DAIMLER** Conquest saloon, finished in silver grey and blue, May 1955, low mileage, one owner, fitted radio, screen washers, £1,095.—High St., Esher, Surrey. Tel. 2021. [C1100/R]

**SWANMORE GARAGE, Ltd.**, Bournemouth, offer:—

**1954** Daimler Century, 2½-litre; £1,045.

**1954** Daimler Conquest; £945.

**1951** Daimler Special 2½-litre Barker d.h. coupe, with overdrive; £935.

**GUARANTEES**, terms, exchanges, distance no object.

**1176**—1180, Christchurch Rd., Boscombe E., Bournemouth. Tels. Southbourne 43344 & 43345. [C4024]

**1951** Daimler Consort, excellent condition throughout; £575.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

**1954** (August) Daimler Conquest saloon, black, loose covers, one owner, 10,000 miles; £1,025.

**RIPCO, Ltd.** (DAIMLERS PURCHASED), 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

**1956** cars.—Spink, Ltd., Daimler Distributors, Bournemouth. Tel. 5405. Spares and service. [C2075]

**1953** (Sept.) Daimler Conquest, one owner, very low mileage, in exceptionally fine condition; £895.

**DENHAM SERVICE STATION, Ltd.**, Denham, Bucks. Tel. Denham 2266. [C1070]

**DAIMLER**—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091. [C667/R]

**1955** only, as new, over £550 under list, 4 months' written guarantee.

**GREEN & ZONIS, Ltd.**, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-5. [C2028]

**1938** Daimler Light 20 drop head sports coupe, engine recently overhauled, good condition, taxed; £150 o.n.o.—Box 1064. [C3757]

**SHORTLY** becoming available for sale: 1952 fitted 3 head 2-seater Daimler coupe, special Hooper body, price £3,500.—Box 1136. [C4112]

**£575**!!!—1950-51 Daimler 2½-litre Consort de luxe saloon, specimen and brand new condition; choice 2. [C0756/R]

**£495**!!!—1949-50 Daimler 2-litre de luxe saloon, only two owners, this car virtually looks as though its only done 5,000 miles.

**L** ADAMS OF WOOD GREEN (Established 1897), 100 L guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1949** 2½-litre six-light immaculate black saloon, full genuine history, taxed.—Rudds, adj. Worthing Central Station (T773-4). [C3677]

**1938** Daimler DB17 saloon, in superb condition throughout, written guarantee; £265.—Newbery Cars, Muswell Hill, N.10. Tel. Tudor 3394. [C3999]

**1950** 2½-litre Hooper Express, black, immaculate, completely reconditioned by Daimler about 8000 miles ago.—McLean's Garage, Ardrossan 1489. [C3823]

**1954** Daimler Conquest saloon, radio, heater, low mileage, immaculate; £575.—Owen (by arrangement), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3095]

**A** DAIMLER exchange? Ask Ralph Clewes at the Coventry Motor Mart, Ltd., official area dealers for part of Warwickshire.—Write or Tel. Coventry 2146-7. [C4044]

**1952** Daimler 2½-litre special sports drop head 2-seater, immaculate condition, one owner; £1,025.—J. Marcus, 33, Sloane St., S.W.1. [C3006]

**DAIMLER** Straight 8 4-door saloon, black with excellent chrome, engine recently overhauled, many extras, superior car; £245; terms.—Automo, Ltd., Belgrave 3721. [C1050]

**DAIMLER** Conquest Century saloon, Mark II, first registered February, 1956, 1,500 miles only, maroon, red leather upholstery; £1,725.—Coventry & Jeffs, Ltd., Bristol 20081. [C4169]

**1953** Daimler Conquest, low mileage, black, excellent condition; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9164. [C1050]

**1950** (Oct.) 1951 series Consort, black/blue leather, heater, radiator muff, driven by second owner only, probably one of the best of this traditional model on offer; £599.

**J. DAVY, Ltd.**, 180-4, Kensington High St., W.8. J. Western 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

**A** DAIMLER area dealer for a large part of Warwickshire welcomes your enquiries, re exchanges for new or used models.—Tel. The Coventry Motor Mart, Ltd., London Rd. Tel. 2146-7. [C0445]

**225** m.s.—Daimler 1939 2½-litre de luxe saloon, black, sliding head, brown leather, preselctor TPS, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4013]

**1954** (Nov.) Daimler Century 4-seater drop head black coupe, black, red hide, 4,500 miles only, next



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**DAIMLER Cars Wanted**  
Almost new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. [W3016/R 8885.]

**CASH** immediately for good Daimler.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey, Tel. Epsom 5611. [W2001]

**DAIMLER** special sports required urgently.—D. Thomas, 429, Crownhill Rd., Plymouth, St. Budeaux 223. [4061]

**DAIMLER** and Lanchester specialists.—Deham Motors, 17, Atherton Mews, S.W.7. Western 4541. [10156/R]

**ARCOT ENGINEERING, Ltd.**—Complete overhauls and engineering services, Daimler cars; pressure gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7501/7521. [10236/R]

**DAIMLER** and Lanchester repairs, spares, gear boxes a specialty; reasonable charges.—A. A. Titmus & Co. (formerly with Daimler Co.), 61, Clapham Rd., S.W.9. Reliance 1647. [1066/R]

## DELAHAYE

**1949** Show model type 135 M Pennock drop head coupe, immaculate condition throughout, excellent mechanically, Coral red box; £595; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

## DE SOTO

**1950** De Soto Carry-All, fluid drive, R. and H. signs, extras, new dynamo and coil box from Siba; £145.—Shuttleworth, 129, Greatwood Ave., Skipton. [3774]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

## D.K.W.

**DKW**, 1936, fixed head saloon, in very nice order; under £165.

**DKW**, 1938, fixed head saloon, completely rebuilt.

**B & M GARAGES, Ltd.**, for D.K.W. cars, German D.K.W. spares, terms, exchanges, for new Ford cars.—42a, St Michael St., Paddington, W.2. Pad. 6877. [10016/R]

**1955 DKW** 3-6 Sonderklasse green, 3,200 miles; £600.—Webber, 15, Sanderstead Court Ave., Sanderstead 5128, Surrey. [3301]

**DKW** saloon, black/grey, red interior, new condition (complete), new dynamo and coil box from Siba; £145.—Shuttleworth, 129, Greatwood Ave., Skipton. [3774]

**DKW** 1938 de luxe d.h. coupe, new crankshaft, pistons, dampers, etc., hydraulic brakes, heater, many extras, 45 mpg, exceptional condition. £145; private; seen Rowe's Garage, Kidderminster. [3611]

## DODGE

**SIMPSON'S offer:**—r.h.d. Dodge V6 Royal, hydramatic drive, power brakes, r. and h. all extras.

**1954** Dodge Royal V6 automatic transmission, r. and h. all extras.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3903.

**1954** Dodge Kingsway, radio, 5,000 miles; £1,475.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, E.8.5. Ken. 4089. [C3036]

**1954** Dodge Kingsway saloon, right-hand drive, black with green upholstery, fitted heater; £1,600.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4031]

## FAIRTHORPE

**1955** Fairthorpe Mk. 111E, unregistered, delivery mileage; £375; list price £500.—Box 1147. [4123]

## FIAT

**BOON & PORTER, Ltd.**  
**1952** (Nov.) model 1400 4-door saloon, green, radio, heater, £425.

**CASTELNAU, S.W.13** (Hammersmith Bridge), Riv. 4444. [C3022]

**TOLWORTH MOTORS, Ltd.**

**1955** model, 1100 TV, 10,000 miles, radio, special finish; show model, as new; £325.

**1955** 1100, 12,000 miles, specially tuned, immaculate; £355.—Kingston By-Pass, Twickenham, Elmbridge 2254. [C4061]

**1956** Fiat 600, green, 600 miles only; £595.

**1955** Fiat 500 Belvedere Estate car, 9,000 miles, one owner. £525.

**THE ONSLOW MOTOR CO., Ltd.**, 28, Onslow St., Guildford, Surrey, Tel. Guildford 67227-8. [C3099]

**MAYFAIR GARAGES, Ltd.**, for immediate delivery of your new Fiat 600.—Below:—

**MAYFAIR GARAGES, Ltd.**—Fiat 1953 500C, olive, 11,000, 12,000 miles, specially tuned, immaculate; £355.—Kingston By-Pass, Twickenham, Elmbridge 2254. [C4061]

**1956** Fiat 600, green, 600 miles only; £595.

**1955** Fiat 500 Belvedere Estate car, 9,000 miles, one owner. £525.

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**THE ONSLOW MOTOR CO., Ltd.**, 28, Onslow St., Guildford, Surrey, Tel. Guildford 67227-8. [C3099]

**FIAT**  
**S & S. MOTORS**—1939 500 cabriolet, carefully maintained, £195; also one £225.

**S & S. MOTORS**—1939 4-seater cabriolet, reconditioned engine in above average condition, choice of 3, with 3 months guarantee; £225.

**S & S. MOTORS**—1939 11,000cc, 4-seater pillarless saloon, choice of 3; from £150.

**S & S. MOTORS**—1939 500cc Serie head 70 mph, resprayed, new tyres, 100cc covers, outstanding model; £325.

**S & S. MOTORS**—1952 500C cabriolet, in excellent condition; £375.

**S & S. MOTORS**, 18, Leinster Terrace, W.2. Pad. 6174. [C4090]

**FIAT TV 1100**, 1955, 4,900 miles, radio, covers, lights, washers, etc.; £900.—Western 1275. [3772]

**MAJESTIC GARAGE, Ltd.**, Hinton Rd., Bourne-mouth, Tel. 4275, Fiat Distributors, offer below:—

**600** saloon, R. green, one owner, 4,000 miles, reg. May '55, immaculate; guaranteed at 520gns.

**600** saloon, green, one owner, 6,000 miles, reg. April '55, excellent throughout; guaranteed at 510gns.

**BEVERE** estate car, 4-str., timber body, green/cream, reg. Nov. '54, excellent throughout; guaranteed at 470gns.

**FIAT 500**, 3r. rec. throughout; £195.—Write Mr. Kwasniewski, 6, Eskdale Villas, London, S.W.9. [4072]

**1100** saloon, 1939, overhauled; best offer over £100.—345, West Wycombe Rd., High Wycombe 3281. [3545]

**FIAT 600** modified cylinder head for greatly increased performance, s.a.e. particulars.—Rudds, 65, Victoria Rd., Worthing. [3590]

**1955** (Jan.) Fiat 1100 saloon, genuine 12,000 miles, condition as new; £50 worth of extras; price £675.—204, Cathedral Rd., Cardiff. [3636]

**FOR** a good used Fiat, specialised tuning and spares, try Walker & Ward, Ltd., Fiat Distributors, Warwick Place, Cheltenham. Tel. 3814-6. [3576]

**ANTHONY CROOK**, Fiat distributors, offer all new models. Also used 600, 1100 and 1900 from stock. Specialised after sales service in Fiat equipped works.

**ANTHONY CROOK MOTORS, Ltd.**, 84, High St., Esher, Surrey. Tel. 4590. Service: The Roundabout, Harnham. Tel. Walton-on-Thames 687. [C1063]

**1955** Fiat 600, 4,000 miles only, special duo colour finish; £545.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wuxley 9407/2645. [C2087]

**1952** Fiat 500cc, in excellent condition, 16,000 miles only; £295.—Anglian Autos, 40, Osborne St., Colchester. Col. 4955. [4148]

**FIAT 1100**, 1937-38, outstanding, extensively overhauled, excellent body, all bits; £250.—Neilson, 11a, Westdown Rd., Seaford 2600/Whitehall 4444, extn. 301. [3095]

**1956** Fiat 1100 saloon, 408 miles, heater, screen sprays, as new, approx. £100 under list; £755; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

**FIAT 1100 TV** sports saloon, colour grey with panoramic blue roof and blue leather upholstery, first registered September 1955, mileage 5,823, one owner, fitted screen sprayer; £750.

**FIAT 1100** saloon, colour green with green leather, first registered May 1955, mileage 3,634, one owner, taxed; £600.

**R. H. COLLIER & Co., Ltd.**, 42, East Row, Birmingham 1. Midland 2517. [3995]

**1955** Fiat 1100 TV, in sparkling two-tone blue, nominal mileage, looks and performs as new; today's price £1,126; snip at £825.—Freeman, 125, Kenal Rd., W.10. Ludbrooke 4781 before 6 p.m. [3712]

**C. V. RUSHMER AUTOMOBILES**, official Fiat agents.—1956 1100 TV, 2,000 miles, one owner, showroom condition, £65 extras, cost £1,200. £925; 1955 1100 saloon, low mileage, showroom condition, £675; post-war 500 B obv convertible registered 1954, recon. engine, £295.—45C, Holland Park Mews, W.11. Park 5751. [C3061]

## Fiat Cars Wanted

**ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Fiat.—Hamstead (Tube), N.W.3. Ham. 9041. [W4018/R]

**MAYFAIR GARAGES, Ltd.**, comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. [10632/R]

**MAYFAIR GARAGES, Ltd.**, comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. [10632/R]

**S & S. MOTORS** invite all clients to visit our new stores; London's largest Fiat stockists, at 18, Leinster Terr., W.2. Pad. 6174. [10145/R]

**FOR** specialised Fiat service, expert tuning and spares, try Walker & Ward, Ltd., Fiat Distributors, Warwick Place, Cheltenham. Tel. 3814-6. [3599]

**FIAT** genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [10903/R]

## FORD ANGLIA

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

**1953** Anglia saloon, black with red upholstery, low mileage, one owner, excellent condition; £350.

**1953** Anglia saloon, Bristol fawn with red upholstery, heater one owner, excellent condition; £320, our hire-purchase terms are now 5% for 12 months.

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**1954** Ford Anglia, carefully used, in magnificent condition; £470.

**W. J. BROWN, Ltd.**, Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**£465**—Anglia (May 1954) black, heater, many extras, beautiful condition.—Box 1127. [4061]

## FORD ANGLIA

**SLOCUMBS, Ltd.**  
**1949** Ford Anglia, black, really fine order; £295. Terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4889. [C4017]

**PERRY'S OF HARROW.**  
**HAVE** an excellent selection of post-war 8hp saloons available.

**PHONE** Harrow 4282 and 9140 for details.

**W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Middlesex (opp. Bus Depot), 10099/R

**WOOD & LAMBERT, Ltd.**—Main Dealers.

**1955** Anglia, black with red interior, heater; £485. Stamford Hill, N.16. (Sta. 3434.) [C4095]

**ACLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

**1953** Anglia, black, one owner, 15,000 miles only, perfect specimen; £350; maximum h.p. [C1001]

**1954** Ford Anglia saloon, black with red interior, splendid condition; £485.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 9 a.m. to 6 p.m. [C2093]

**£450**—1954 Ford Anglia saloon, spotless condition, 13,000 miles, choice two.

**LAMBS OF WOOD GREEN** (Established 1897), 100 guaranteed cars, exchanges, hire purchase.—423, High Rd., Finchley, Finchley 6222. [C2052]

**1954** Ford Anglia, 17,000 gen., one owner, heater, mirrors, chrome bumpers; £435.—Ric. 1622. [3547]

**1955** (Feb.) Anglia saloon, grey maroon interior, one owner since new, excellent condition; £495.—Robbins, East Putney, Tel. 7881. [C3010]

**1955** (December) Ford Anglia de luxe saloon, black, fitted heater, 1,800 miles only since new; £545.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

**1946** Ford Anglia, black, loose covers, heater, £250.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

**1953** Ford Anglia, choice of 5 from £285; hire purchase and part exchanges welcomed.—Harbert & Mills, Church Rd., Ashford, Middx. 2960. [C2035]

**1955** Anglia saloon, black, heater, low mileage, guaranteed; £355, terms and exchanges.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. [C3034]

**225gns.**—Ford Anglia 1946 saloon, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [C4016]

**1954** Ford Anglia, green, new type, exceptional; low mileage, one owner, taxed year; £475.—Coles Garages, Ltd., 42, Worpole Rd., E.19. Wembley 0195 and 13-14, Castle Parade, Epsom 2995. [C1054]

**PRIDE & CLARKE, Ltd.**—1955 Ford Anglia saloons, low mileage, heater, choice several from £495; 1954, low mileage, £459; 1953, £319.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

**WALTER SCOTT, Ltd.**, offer 1955 Anglia, black, heater, screen washers, low mileage, as new, one owner; £495.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Primrose 4466. [C4006]

**1951** Ford Anglia saloon, reconditioned engine, attractive appearance, excellent performance, £275; another, £265; Trade Enquiries Welcomed; terms and exchanges.—Rorys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8994. [C3059]

## Ford Anglia Cars Wanted

**ALMOST** new Anglia required immediately.—Morley, 76, Cambridge Rd., Kingston. [W3016/R 8885.]

**DAGENHAM MOTORS, Ltd.**, Ford Main Dealers, will hire purchase Ford Anglia cars.—Buckley, Dept. Hyde Park 4070. [W1066]

**ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Ford Anglia.—Hamstead (Tube), N.W.3. Ham. 9041. [W4018/R]

## FORD (8 h.p.)

**125gns.**—Ford 8 1955 de luxe saloon, dark blue, good condition; choice of 3; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [C4016]

## Ford Eight Cars Wanted

**ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Ford 8.—Hamstead (Tube), N.W.3. Ham. 9041. [W4018/R]

## FORD POPULAR

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

**1953** (November) Popular saloon, Dorchester grey, low mileage, one owner, excellent condition; £355, our hire-purchase terms are now 5% for 12 months.

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3043]

**CAR MART, Ltd.**

**1955** Ford Popular saloon; £375.

**CAR MART, Ltd.**, 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

**H. A. SAUNDERS, Ltd.**, offer:—

**1954** Popular, beige, red upholstery, recorded mileage 11,700; £355.

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:—

**1954** Ford Popular; £325.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**1954** Ford Popular saloon, black, heater, indicators; £345.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD POPULAR

1954 Ford Popular, many extras, has been fully maintained, excellent condition.—Radlett 5010. [C364]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1956 Ford Popular, as new, mileage 200; £390; terms.—The Hunts Motor Co., Ltd., St. Neots, Hunts. Tel. St. Neots 309. [3825]

1954 Ford Popular, powder blue, absolutely like new; £325; terms.—Automotive, Ltd., Hampstead 3430. [4151]

OCT. 1954 Ford Popular, 12,000 miles, grey with blue upholstery, good condition throughout; £345.—John Triggs, Ltd., Portsmouth Rd., Esher 2255. [C4086]

PRIDE & CLARKE, Ltd.—1955 Ford Popular saloons, low mileage, choice several from £349; 1954, low mileage, £329.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

1953 Ford Popular, black, excellent condition throughout; £315.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

G & M ALFRED'S (1936), Ltd.—1955 (Oct.) Ford Popular, 1,100 miles only, as new, blimpers, extras £268; also 1949, £238.—6-7, Warren St. W.1. Euston 3266. [C1005]

295 gns.—Ford Popular 1954 saloon, fawn/red, trafficators, loose covers, one owner, spare unused; choice of 5; terms, exchanges, list; open 9-7 week-days and Saturdays, Hamstead (Hampstead Tube). [C4018]

## Ford Popular Cars Wanted

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Popular cars.—Used Car Dept., Hyde Park 4070. [W1066]

## FORD PREFECT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Prefect saloon, black with red upholstery, heater, wing mirror, very low mileage, one owner, immaculate condition; £550, our hire-purchase terms are now 5% for 12 months. [C3042]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

HPG 1955 Prefect, one owner, black, red leather, heater, indistinguishable from new; £545; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7208, Sunday 2031. [C1086]

A1 at Browns. 1955 (Sept.) Ford Prefect de luxe saloon, black and red leather, many extras, 4,500 miles only, as brand new. £595. [C1086]

1955 Ford Prefect saloon, green, with leather upholstery to match, beautifully kept, £550; choice of another in black. [C1086]

W. J. BROWN, Ltd., Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

CAR MART, Ltd. Ford Prefect saloon; £395. [C1039]

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039]

RAYMOND WAY. RAYMOND WAY OF KILBURN. RAYMOND WAY, the hire-purchase specialists. [C4047]

1953 Ford Prefect 4-door saloon, black with 2-ton beige upholstery, genuine low mileage, one owner only, various extras included; £59 guineas. HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C4047]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

PERRY'S OF HARROW. HAVE an excellent selection of post-war 10hp saloons available. TEL. Harrow 4282/9140 for details. [C1039]

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C1039]

PHILIP RICKARDS, Ltd., offer:— 1955 (December) Ford Prefect de luxe saloon, black/red, heater, 1,700 miles only, taxed for year; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

ALLAN TAYLOR (MOTORS), Ltd., offer:— 1955 Ford Prefect, black, leather, heater, taxed December; £520. [C4002]

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [C4002]

WOOD & LAMBERT, Ltd.—Main Dealers. 1955 Prefect saloon, black with red interior, heater, most attractive; £520. [C3434]

49, Stamford Hill, N.16. (Sta. 3434.) [C4093]

1956 Prefect saloon, p.v.c., heater, new; £606/12. [C4093]

1956 Prefect de luxe, leather, heater, new; £657/12.—Ripco, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

1953 Ford Prefect, heater, leather, immaculate; £365. [C3052]

1950 Ford Prefect, heater, immaculate; £325.—A. Owen Hendon, Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [C3095]

1956 Prefect de luxe, blue, extras, 2,000 miles; £630 o.n.o.—43, Cromwell Rd., Feltham, Middx. [3723]

## FORD PREFECT

1954 (late) Ford Prefect saloon, one owner, genuine 15,000 miles only, 5 months' guarantee; £495. [C1061]

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

ALAN & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:— 1954 Ford Prefect, grey, heater, low mileage, immaculate condition; £585; maximum h.p. [C1001]

1951 (October) Ford Prefect, in good condition throughout, taxed; £350.—110, Battersea Rise, S.W.11. Battersea 0349. [C1096]

FORD Prefect, 18 months, radio, heater, leather upholstery, 10,000 miles, condition practically as new; £500.—Box 0821, Primrose 4468. [C346]

1955 Ford Prefect, low mileage, heater, black; £535.—Engines Reconditioned, Ltd., 335, Pinner Rd., Harrow, Harrow 1269. [C2070]

£545—1955 Prefect saloon, black/red interior, one owner, one owner and new.—G. E. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloons, low mileage, heater, choice several from £519; 1949, heater, covers one owner, £269.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

WALTER SCOTT, Ltd., offer: 1955 Prefect, black, heater, screen washers, low mileage, spotless, one owner; £535.—38, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), Primrose 4468. [C4006]

1955 Prefect saloon, black, heater, low mileage, guaranteed; £535, terms and exchanges.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 9969. [C3034]

1955 Prefect, Westminster blue, leather, heater, 9,000 miles, excellent condition; £545.—Jones, Grove Cottage, Ratton Park, Eastbourne (Hampden Park 686). [3879]

265 gns.—Ford Prefect (November 1948) saloon, radio, screen washers, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Ford Prefect Cars Wanted FORD Prefect saloon required, 1956, consider Anglia, -81, Alford Rd., Winchester. [W1010]

ALMOST new Prefect required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Prefect cars.—Used Car Dept., Hyde Park 4070. [W1066]

For Ten Cars Wanted MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0179/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## FORD SQUIRE

COOMBS & SONS (GUILDFORD), Ltd., offer:— FORD Squire de luxe estate car, grey/white with red leather trim, fitted heater, etc., 1,500 miles only; delivered new November, 1955; £595. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 82907-8-9. [C1057]

FORD Squire, 1956 model, heater, 900 miles; £615.—Foxheath House, Church Crookham, Hants. Fleet 1247. [3606]

FORD Squire, 900 miles, heater, taxed; £630.—Tate, Foxheath House, Church Crookham, Hants. Fleet 1247. [3606]

## FORD CONSUL

A1 at Browns. 1954 Ford Consul saloon, black, red leather, overriders, Windtone horns, carefully used and maintained; £545; choice of another in grey. [C1025]

W. J. BROWN, Ltd., Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

GEE CARS, Ltd., offer:— 1951 (March) Ford Consul, mist green, beige hide, radio, heater, arm rests, cushion covers, spot lamp, electric clock, etc., one owner, immaculate condition, nominal mileage; £445.—169, Fulham Rd., S.W.3. Knl. 4735. [4019]

RUSSELL MOTORS offer:— 1955 Ford Consul, Dorchester grey, heater, leather, small mileage. [C3067]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3067]

GLANFIELD LAWRENCE offer:— 1955 Ford Consul, black, red leather, heater, etc., low mileage; £585.—407, High Rd., N.12. Finchley 0091. [C2053]

H. A. SAUNDERS, Ltd., offer:— 1956 Consul, black, red upholstery, heater, recorded mileage 2,236; £675. [C4092]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

CHIPSTEAD MOTORS, Ltd., offer:— CONVERTIBLE, late 1955, light blue, Whitewall tyres, red, heater, washers, twin pass lamps, indistinguishable from new; £685. [C1046]

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

WOOD & LAMBERT, Ltd.—Main Dealers. 1955 Consul saloon, black with red interior and heater, carefully maintained; £540. [C4093]

49, Stamford Hill, N.16. (Sta. 3434.) [C4093]

1956 Ford Consul, blue, 2,000 miles, showroom condition; £675.—Vincent, 208, High St., Dorking, Tel. 4232. [3813]

## FORD CONSUL

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. 1953 Ford Consul, radio, heater; £475. [C1086]

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1086]

1956 Ford Consul saloon, under 500 miles; £685. [C3052]

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

ALEXANDER LAYSTALL, high-power conversions for Ford Consul. [C1094]

AMAZINGLY improved performance and economy; send for data sheets and road tests. [C1094]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1955 Ford Consul, leather, heater, absolutely as new; £595. [C3052]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

1956 Consul, black, htr., one owner, 800 miles only, taxed, as new; £675. [C2077]

JACKSON'S (BASINGSTOKE), Ltd., Wote St., Basingstoke, Tel. 1590. [13908]

1953 and 1954 Ford Consul saloons available, heater and leather upholstery; £515 to £550. [C2008]

FERRARIS OF CRICKLEWOOD, 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. [C2008]

FORD Consul 1955, 5,500 miles, black, heater, overriders, perfect condition; £595 or near.—Tel. Seven Kings 2095. [3568]

KENTISH & THOMSON, Ltd., 1953 Ford Consul, black, one owner; £495.—564, Wickham Rd., Croydon, Springpark 3477. [C2047]

565 gns.—Ford Consul 1955 saloon, leather, wing mirrors, one careful owner, small mileage; terms, exchanges.—Rowland Smith, below. [C4018]

495 gns.—Ford Consul 1954 saloon, heater, screen washers, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1955 Consul saloon, grey, export model, one driver, 9,000 miles, immaculate condition; £590.—Tel. Upminster 5281 or Ingrebourne 3107. [C3045]

1955 Consul convertible, heater, hide, one owner, 10,700; £675; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

1955 (July) Ford Consul saloon, black, leather upholstery, heater, windscreen washers, sun visor, spot light; £575.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C3045]

1955 (June) Ford Consul convertible, duo-blue, 9,000 miles, indistinguishable from new; £685; exchanges.—Naylor & Root, Ltd., Clapham Junction, S.W.11. Battersea 2252. [C3022]

WALTER SCOTT, Ltd., offer 1955 Consul, black, heater, low mileage, unmarked, one owner; £39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), Primrose 4466. [C4006]

1954 (March) Consul, black, red leather, heater, conditions, genuinely in excellent condition throughout, 20,000 miles, taxed, one owner; £525 o.n.o.—Woodsend, Caroline Cottage, Woodborough, Notts. [3634]

## Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1955 low mileage Ford Consul convertible for cash.—Full particulars to Box 1028. [3717]

LOW mileage Consul convertible wanted.—35, Kinnerton St., S.W.1. Belgrave 3711. [W3045]

ALMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016/R]

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. [W1066]

FORD Consul buyers.—Motors (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. [W3018]

## FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:— 1954 Ford Zephyr 6 saloon Winchester blue with blue upholstery, heater, windscreen washers, clear lighter, excellent condition; £525. [C3042]

1953 (December) Zephyr 6 saloon, '54 model, black with red leather upholstery, heater, twin wing mirrors 10+ mileage, excellent condition; £540, our hire-purchase terms are now 5% for 12 months. [C3042]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

NEWNHAMS, Ltd. 1953 Ford Zephyr saloon, leather, heater, low mileage; £545. [C3024]

NEWNHAMS House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024]

B. J. HUNTER, Ltd., offer:— 1954 Ford Zephyr convertibles, one in white, one in blue, all extras, radio, heater, power hood, etc.; £725. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. A. SAUNDERS, Ltd., offer:— 1955 Zephyr, black, red leather upholstery, heater, recorded mileage 7,840; £665. [C4092]

1953 Zephyr, green, beige upholstery, radio, heater; £495. [C4092]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

ALEXANDER LAYSTALL, high-power conversions for Ford Zephyr. [C1094]

AMAZINGLY improved performance and economy; send for data sheets and road tests. [C1094]

ALEXANDER ENGINEERING Co., Ltd., Haddingham, Bucks. Tel. 345. [C1094]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD ZEPHYR

WOOD &amp; LAMBERT, Ltd.—Main Dealers.

1954 Zephyr saloon, dark green leather, heater, 15,000 miles only; £575.

1953 Zephyr saloon, blue with blue leather, heater, low mileage; £495.

1953 Zephyr saloon, blue, leather, heater, well maintained; £455.

49. Stamford Hill, N.16. (Sta. 3434.)

## WOOD &amp; LAMBERT, Ltd.—Main Dealers.

1954 Zephyr saloon, grey, leather, heater, radio, most attractive; £515.

1953 Zephyr saloon, blue with blue leather, heater, low mileage; £475.

1953 Zephyr saloon, blue, leather, heater, well maintained; £455.

49. Stamford Hill, N.16. (Sta. 3434.)

[C4093]

1953 Ford Zephyr saloon, black, one owner, heater; £495.—Hale Motors, Ltd., Tot. 777.

1954 Zephyr saloon, one owner, 18,000 miles, heater, immaculate; £565.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Km. 8104. [C4053]

CAB'S PARK MART—1955 Ford Zephyr saloon, black, red, heater, immaculate, genuine 3,200 miles, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040]

1953 Zephyr saloon, blue, leather, heater, one owner, many extras, an immaculate car, 3-month guarantee, engine perfect; £550.—15, Balmham Rd., Cambridge. [C3763]

1953 (model) Zephyr saloon, black, red leather, radio, heater, one owner, written guarantee; £485; terms and conditions.—Newbury Cars, Muswell Hill, N.10. Tel. Tudor 3594. [C3998]

1953 model Ford Zephyr saloon, black, red leather, radio, heater, overdrive, special new tyres, spotlights and other extras, fine class vehicle; £545.—Hillwood Motors, Mill Hill (London) 4232. [C3801]

1953 (late) Ford Zephyr de luxe saloon, blue, leather upholstery, heater, radio, etc., 19,000 miles, showroom condition; offers.—A. H. Turner, Ltd., Markham Moor, Bedford. Notts. Tel. Tudor 215. [C4036]

1954 Ford Zephyr saloon, grey/red leather, one owner, many extras, an immaculate car, 3-month guarantee; £565.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

525 m.s.—Ford Zephyr 1954 saloon, heater, loose covers, one careful owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

1954 (June) Zephyr, brought to Zodiac standard by innumerable extras and converted (by Abbott) to estate car in low handsome style; would sleep two most rest; Underscan; carefully maintained; negligible oil; 20,000; bargain at £725.—Box 1139. [C4115]

1954 Ford Zephyr saloon, colour green, leather, radio and heater, high compression head, twin carburettors, Servair special exhaust system, one owner; £575.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C3026]

Ford Zephyr Cars Wanted  
LOW mileage Zephyr convertible wanted.—35, Kingdon St., S.W.1. Belgrave 5711. [W3045]

ALMOST new Zephyr required immediately.—Morley 76, Cambridge Rd., Kingston. Kingston 282. [W3016/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## FORD ZODIAC

L. F. DOVE offer:—

1954 Ford Zodiac, heater, white wall tyres, excellent condition, throughout; £595.—The Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

WARWICK WRIGHT, Ltd., offer:—

1955 Ford Zephyr-Zodiac saloon, grey and fawn, 7,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ALAN TAYLOR (MOTORS), Ltd., offer:—

1955 Ford Zodiac, fawn and grey; £635.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [C4003]

CLAND &amp; TABOR, Ltd., Welsyn By-Pass, Herts. A Welwyn 461/2/3, offer:—

1956 (March) Zodiac, grey/fawn, 100 miles only as new; £825; maximum h.p. [C1001]

CHARLES POLLETT, Ltd., official Ford agents, offer:—

1954 Ford Zodiac saloon, grey and green, one owner, supplied and maintained by us since new; £645; 3 months' guarantee, h.p. facilities and part exchange.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6286.

SERVICE: Works and Stores, Barnsdale Yard, off Eglon Ave., W.9. Cunningham 5936. [C4010]

1956 Zodiac, grey/fawn, leather, heater, overdrive, one owner, 250 miles only, taxed; £875.

JACKSON'S (BASINGSTOKE), Ltd., Wote St., Basingstoke, Tel. 1690. [C3909]

1956 Zodiac, grey/green, heater, low mileage; £799.—70, Ashbourne Rd., Ealing, W.5. [C1043]

AZ MOTORS offer 1955 Zodiac, 14,000 miles only, one owner, positively as new; £635.—Palmerston Rd., N.W.6. Tel. Mai. 4783. [C1011]

BOWES ROAD GARAGE—Ford Zodiac 1954 saloon, grey/green, usual extras; £595.—Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2284-S-6. [C4053]

FORD Zodiac, 15 months, overdrive, heater, radio, leather upholstery, other accessories, one owner, beautifully maintained, 16,000 miles; £650.—Box 0820. [C3445]

1955 Ford Zodiac, grey, fawn, Ekco radio, twin speakers, seat covers, underpad, mileage 4,000, as new; £800.—23, Laburnum Drive, Corringham, Essex. Stanford-le-Hope 2903. [C3971]

## FORD ZODIAC

ZODIAC, 1954, blue/grey, heater, radio, washers, visor, etc., 24,000, immaculate; £640; take Bepown, Vanguard, Austin 16, Velox, Hierford, Hampshire or similar and cash adjustment on prevailing figure.—Stephens, Ereter 72106 (business hours), or Box 1123. [C3079]

1953 Zephyr Zodiac, 2-tone grey finish and trim, Laystall modified balanced engine, Under-seated and Fibreglass insulated body, seat covers, heater, screenwash, with or without Laycock overdrive, offers circa £600 considered.—Morcom, Bargolva, Liskeard, Cornwall. [C3994]

## FORD (V.3)

BROOKLANDS: retailers.

NEW Ford V8 Thunderbird on show and for delivery.

103 or sell with confidence; exchanges.

BUY New Bond St., London, W.1. Mayfair 8351. [C1029]

AUTOMOBILE &amp; AIRCRAFT SERVICES, Ltd.

1950 Ford Pilot, radio, heater, etc.; £295.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Woodworth 7305. [C1008]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1949 Ford Pilot; £225.—355, High Rd., Wembley Middle. Tel. Wembley 4422. [C4015]

1939 Ford 91A V8, radio, recent new engine; £125.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

G &amp; M ALFRED'S (1936), Ltd.—1950 Ford Pilot, radio and heater, above average, etc. [C1005]

265 m.s.—Ford V8 Pilot, September 1949 saloon, leather, heater, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

Ford V.8 Cars Wanted  
FORD Pilots urgently required.—Jack Pozner (Automobiles), 395, Hendon Way, N.W.4. Hen. 8011-2. [W3063]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## FORD CUSTOMS

1949 Ford Customs, radio, heater, loose covers, excellent condition; £445.

SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7776. [C4016/1]

## CANADIAN FORD

H. C. PAUL, Ltd.

1955 Ford 8 Canadian custom line saloon, black, automatic r.h.d., 8,000 miles, radio; £1,495.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

## AMERICAN FORD

SIMPSON'S offer:—

1949 Ford Customs convertible, r. and h., all extras.

1954 Ford crestline, ford-o-matic, r. and h., one owner.

1946 Ford V8 2-door, r. and h., all extras.

1955 Ford V8 Fairlane 8-passenger sedan, r. and h., 5,700 miles only, one owner, immaculate.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

H. A. SAUNDERS, Ltd., offer:—

1955 Customline, four-door sedan, black, tan upholstery, Fordomatic transmission, radio, heater, etc., recorded mileage 1,992; £1,695.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

1955 Ford Customline, 7,000 miles, as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

FORD, American, 1955 l.h.d., 4-door, 9-seater ranch wagon, 3,000 m.s. Hydromatic drive, two-tone red and white with leather interior to match; £1,550.

FORD, American, 1955 r.h.d., 4-door, 9-seater ranch wagon, 5,000 m.s., radio, heater, in metallic blue with leather and nylon interior; £1,675.—Tel. T. Sullivan, Hou. 6869. Eves. 8561-2-3. [C4093]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [W49/R]

## FORD MISCELLANEOUS

1955 (Feb.) Consul convertible, Dorchester grey/red hide, one owner, 6,000 miles, heater, Ekco radio, wing mirrors; as new to-day costs £1,600.

1954 (Oct.) 1955 miles Zephyr saloon, one owner, 17,600 miles, Canterbury green/leather, heater, twin-spot lamps, screen washer; a carefully used one-owner car; £610.

DAY, Ltd., 180-4, Kensington High St., W.8. J. Western 7181, 215, Brompton Rd., S.W.3. Kni. 4215. [C1099]

Ford Miscellaneous Cars Wanted  
CASH immediately for good Ford.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W4001]

## Ford Spares and Service

ALAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7223 (5 lines). [C1014/R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandstead 2233), main Ford dealers, service and all spares. [C098/R]

## Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0558)

WE have one of the biggest stocks of Ford spares in the country from model A.V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [W076/R]

## FRAZER NASH

1949 Le Mans Frazer Nash, actual car 3rd at Le Mans, works maintained, as new inside and out, mileage 26,000 only; best offer over £1,000.—Norman R. Culpin, Mytholmroyd. [C5612]

FRAZER NASH Cars Wanted  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FRAZER NASH-B.M.W.

£150.—Frazer Nash-B.M.W. type 45 1936 four-seater coupe, good condition.—Caterham 3816. [C3876]

FRAZER NASH-B.M.W. Cars Wanted  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## HEALEY

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:—

HEALEY sports saloon, coachbuilt body by Tickford, pale blue, loose covers fitted all over, even on door panels, heater, superb example at reasonable price; £650.

COOMBS &amp; SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-9-9. [C1057]

RICHARDS &amp; CARR, Ltd., are always best value

1953 F type Tickford saloon, excellent example, heater, rare bargain; £785.

1949 Elliott saloon, heater, sliding roof, exceptionally good throughout; £525.—35, Kinnerston St., S.W.1. Belgrave 5711. [C3045]

£666!!! 1951-2 Healey Abbott 4-seater convertible, specimen condition throughout, only 2 owners.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421, 423, High Rd., Finchley. Finchley 6322. [C2052]

£675.—Healey Abbott 4-seater d.h. coupe, magnificent condition, guarantees, exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Bournemouth 2, Bournemouth. Tel. Southborne 43344-5. [C4036]

Healey Cars Wanted  
RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerston St., S.W.1. Belgrave 5711. [W3045]

CASH immediately for good Healey.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W4001]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## HILLMAN

R. ROOTES

HAVE available a range of Hillman cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [C1016/R]

CAR MART, Ltd.

1955 Hillman Minx special saloon, heater; £565.

CAR MART, Ltd., 163 Bromley Rd., S.E.6. Hither Green 6111. [C1039/1]

CAR MART, Ltd.

1954 Hillman Minx saloon; £525.

CAR MART, Ltd., 163 Bromley Rd., S.E.6. Hither Green 6111. [C1039/1]

ELM AUTOSALES offer:—

1952 Hillman Minx convertible, completely unmarked in green, with beige interior, new hood, one owner, moderate mileage, a really magnificent car; £445.—66-68, Hatfield Rd., Wimbledon S.W.19. Chertwood 1615. [C2067]

B. J. HUNTER, Ltd., offer:—

1955 Hillman Californian, 4,000 miles only, extra, very attractive in cream and red; £695.

B. J. HUNTER, Ltd., 23, Cricklewood 6303. [C2040]

H. A. SAUNDERS, Ltd., offer:—

1955 Minx, Californian model, blue and cream, grey upholstery, heater, recorded mileage 6,623; £685.

1955 Minx estate car, golden sand, red upholstery, heater, recorded mileage 12,110; £645.

1955 Minx, maroon, grey upholstery, heater, recorded mileage 10,450; £645.

1955 Minx, black, brown upholstery, heater, recorded mileage 9,590; £645.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

1955 (August) Hillman Minx de luxe saloon, black, red leather, 8,000 miles, showroom condition; £615.—Arnold 8374. [C3738]

1955 (September) Hillman Minx Mart VIII Californian hard top, black, red top, red interior, white wall tyres as new, mileage indicated 3,000; £725.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1079]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN

H. BEART &amp; Co., Ltd., offer:—

**1954** Hillman Minx saloon, genuine 9,000 miles, fitted many extras and in really superb condition throughout; £565.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. (C1081)

H. F. EDWARDS Epsom, offer:—

**1955** Hillman Minx Mk. VIII saloon; one owner; black, red, low mileage, beautifully kept; £575. (C2001)

**1956** model Hillman Minx Special ohv saloon, blue with blue leather, one owner, mileage 6,500, almost as new; £625; written guarantee; terms, exchange;—28-33, Upper High St., Epsom. Tel. 5611. (C2001)

WARWICK WRIGHT, Ltd., offer:—

**1955** Hillman Mark VIII estate car, heater, blue, red upholstery, 9,000 miles; £755; another in golden sand or b.u. low mileage. (C2001)

**1953-4** Hillman Minx Mk. VIII sals, all standard coach, low mileage; from £475. (C2001)

**1954-5** Hillman Minx Mk. VIII sals, all standard coach, low mileage; from £475. (C2001)

**1955** Hillman Mark VIII California, ivory and red, red upholstery, heater 10,000 miles; £725; also in green or black and red, low mileage. (C2001)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C2045)

DUNHAM &amp; HAINE OF LUTON offer:—

**1953** Hillman estate car, green, heater, 16,000 miles, one owner. (C1079)

**1955** (model) Hillman Husky, green, heater, 14,000 miles, one owner.—Dunham & Haines, 46, Castle St., Luton 2100-1. (C1079)

HENDON CENTRAL GARAGE, Ltd., offer:—

**1954** Hillman Minx saloons, choice of colour, in very nice order throughout; from £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

CENTRAL GARAGE (CROYDON), Ltd., offer:—

**1955** Hillman Minx ohv saloon, finished in blue, fitted heater, wing mirrors, one owner, immaculate; £615. (C1098)

FELL RD., Croydon, Tel. Croydon 7464. (C1098)

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:—

**HILLMAN** Minx convertible coupe, black with red interior, 10,000 miles only, July 1954, one-owner car, spotless condition; £595. (C1057)

**COOMBS & SONS (GUILDFORD), Ltd.** Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. (C1057)

**1954** Hillman Minx Mark VII saloon, one owner, 20,000 miles, heater, maroon; £525. (C1434)

**THE BUCKS MOTOR CO., Ltd.**, Station Garage, Aylesbury 164-5. (C1434)

**£285**!!! 1947 (reg.) Hillman 10 de luxe saloon, good condition. (C1057)

**£315**!!! 1947 Hillman 10 convertible, excellent condition, small total mileage. (C1057)

**£425**!!! 1951 Hillman 10 de luxe saloon, small mileage, spotless condition. (C1057)

**LAMBS OF WOOD GREEN (Established 1897)**, 101-423, High Rd., Finchley. Finchley 6222. (C2052)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:— (C4015)

**1938** Hillman Minx; £120—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

**1955** Hillman Minx convertible, fawn, 2,721 miles; £700.—Salmons Garages, Ltd. Temple Bar, 3358. (C4029)

**1953** Minx convertible, one previous owner, 18,000 miles only; £450.—Tel. Kings Langley 3344. (C4054)

**1956** Hillman Californian, works mileage, list price.—A. Owen (Hendon), Ltd. The Hyde, Hendon, N.W.9. Tel. Colindale 5185. (C3095)

**1947** Hillman 10 saloon, very good condition, any trial, taxed; £275.—108, Felbridge Rd., Goddard, Serv. 5572. (C4080)

**495** gns.—Hillman Minx 1954 Phase VII saloon, heater, one owner, excellent condition; terms, exchange.—Rowland Smith, below. (C4080)

**395** gns.—Hillman Minx 1951 Phase IV saloon, heater, wing mirrors, very good condition; terms, exchange.—Rowland Smith, below. (C4080)

**195** gns.—Hillman Minx late 1941 de luxe saloon, sliding head, leather, excellent condition; choice of 12 Hillmans; terms, exchange; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1939** Hillman Minx saloon; £145.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3098)

**1955** Hillman Californian, cream/black, superb condition, heater, many extras; £695.—Plummer, 26, Eresby Rd., Kilburn. (C4092)

**1952** Hillman Minx saloon, colour grey; £440; complete with heater.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 151-2. (C4051)

**1955** (June) Hillman Minx de luxe saloon, fawn, under 6,000 m., undersealed, heater, radio, taxed; first offer 600gns secure.—Box 1124. (C3978)

**1953** (Nov.) Hillman estate car, Mark VII, one owner, recollapsible, 30,000 miles, exceptional condition; £295.—N. H. Boswell, 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3098)

**THE BUCKS MOTOR CO., Ltd.**, Station Garage, Aylesbury 154-5. (C1437)

**1953** reg. Hillman Minx convertible; £395.—(N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3098)

**1948** Minx Phase II saloon, guaranteed, £295; also 1947 Minx drop head, guaranteed, £240; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

**1955** Hillman green de luxe, heater, overriders, one owner, superb condition, 18,800.—Captain Pack, R.N., 71, Dovehouse St., Chelsea. Flatman 2980. £575. (C3933)

## HILLMAN

**1954** Californian, serviced weekly, many extras, one owner, immaculate; £525.—17, Ballbrook Ave., Manchester 20. (C3929)

**PRIDE & CLARKE, Ltd.**—1955 Hillman de luxe saloon, heater; £599; 1954 convertible, 5,000 miles, heater; £519; 1950 coupe. £399.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

**1951** Hillman Minx saloon, heater, excellent condition, guaranteed; £395; terms and exchange.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

**1956** Hillman Californian hard top, summer blue/pearl grey; 1,100 miles only, delivered £251.56; cost £335; will accept £740.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. (C3867)

**1954** Hillman Minx Mk. VII convertible, black, red leather, one owner, fitted heater and White-wall tyres, wing mirrors and seat covers; £545.—Hillwood Motors, Mill Hill (London), 4232. (C3806)

**£385**—1949 Hillman Minx saloon, ivory, red leather, heater, beautifully fitted, condition. Haverstock Garage, Haverstock Hill, N.W.3. Guiliver 2662. (C2093)

**£695**!!—1956 (Jan.) Hillman Gaylook de luxe sal., duo-tone, ivory/blue, 400 miles only and absolutely as new.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

**1953** Hillman Minx beige with red interior, excellent condition; £475.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C2019)

**1954** (June) Californian, one owner, 8,800 miles, cream and black/red, ex. Rimbellshears overriders, screen washer, virtually brand new car; available immediately; £645. (C1069)

**J. DAVY, Ltd.**, 180, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Knl. 4215. (C1069/1)

**1954** Hillman Californian special saloon, cream and red, very low mileage, most attractive and fully guaranteed, taxed year; £565.—Coles Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0195 and 13-14, Castle Parade, Ewell 2393. (C1054)

**1952** Mark V Hillman Minx convertible, one careful owner, regularly serviced, fitted heater, fog light, etc. grey with black hood, taxed year; £425.—Dresser, Ridgeway, Cross Hall, St. Neots, Hunts. (C1054)

**1955** (July) Minx d/h coupe, one owner, 900 miles only, cream/red hood, heater, overriders, twin wing mirrors, spare unused, headlamp peaks, white wall tyres, ex. Rimbellshears, absolutely as a brand new car, saving approximately £100 on a new car similarly equipped; £375. (C1069)

**J. DAVY, Ltd.**, 180-4, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Knl. 4215. (C1069)

## HILLMAN 14

**HILLMAN** 14hp ohv elaret saloon, excellent condition, 15,000 miles, heater, Regency cushion covers, reversing light, clock, Underseal, only reason selling Buter's credit squeeze; £625; willing consider £50 van part payment.—Wilson, "Metherell," Tavistock 3558. (C3558)

## HILLMAN HUSKY

**1955** Hillman Husky, grey, splendid order and appearance, fitted heater, one owner; £525; unique guarantee; terms; part exchanges, cars or motor cycles.—36-52, Dudden Hill Lane, N.W.10. Tel. W.14. 4869. (C4017)

WARWICK WRIGHT, Ltd., offer:—

**1955** Hillman Husky double duty, blue, red upholstery, heater, 14,000 miles; £545; also in green, low mileage. (C4045)

WARWICK WRIGHT, Ltd. 150, New Bond St., W.1. Mayfair 9761. (C4045)

## Hillman Cars Wanted

**R. ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. (W4016/R)

**LOW** mileage convertible wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. (W3045)

**ALMOST** new Hillman required immediately.—8885, Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W2016/R)

**CASH** immediately for good Hillman.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2005)

## Hillman Spares and Service

**NORMAND, Ltd.**

**HAVE** your car serviced by the experts.

**SATISFACTION** guaranteed.

**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 5665. (W4016/R)

**MODERN SERVICES GARAGE**, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam-Talbot spares and accessories.—Wim. 5155. (0003/R)

## HISPANO-SUIZA

**1937** Hispano-Suiza sports saloon, £80 overhaul, guaranteed; £180; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

## H.R.G. Cars Wanted

**WANTED**, 1100 H.R.G. 1946, good condition.—K. Memory, 35, Wilby St., Northampton. (3853)

**REALLY** good H.R.G. wanted.—Cobb, 10, Brynston Mansions, Wyndham Place, London, W.1. (W1086)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4016/R)

## H.R.G. Spares and Service

**H.R.G. ENGINEERING CO., Ltd.** for makers' spares, repairs and service.—Lakewood Rd., Tolworth, Surbiton, Surrey, Elmbridge 4489. (0370)

## H.R.G. Spares and Service

**CHARLES FOLLETT, Ltd.**, have a large stock of spares.

**SHOWROOMS**, 18, Berkeley St., W.1. Mayfair £266.

SPARE parts.

**SERVICE:** Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0594/R)

## HUDSON

**1939** Hudson 21hp 4-door saloon, black leather interior, radio, taxed year, as new; £225; terms.—Worthing 1838. (C4027)

**1955** late right-hand drive Hudson Rambler 4-door saloon, 7,000 miles only, radio, heater, overdrive, tiger-skin covers, mirrors, rimmishers, etc., Island green and chrome; exchange considered.—4, Basington Rd., Coventry. Tel. 68349. (C4068)

**1955** Hudson Rambler super series saloon, overdrive, radio, heater, screen wash, reclining seats, finished in Snowberry White with Rio Red roof and wheels, authentic 6,000 miles, specialist maintained, offered at an attractive price; an opportunity for the American car connoisseur. (C4068)

**A. TILLEY (GARAGE) Ltd.**, 56, West St., Brighton, Tel. Brighton 29244. (C3996)

## Hudson Spares and Service

**MANCHESTER**—Hudson spares and repairers.

**A. FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (0861/R)

**HUDSON MOTORS, Ltd.**—Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. (0665/R)

## HUMBER

## ROOTES

**HAVE** available a range of Humber cars of very low mileage.

**DEVONSHIRE** House, Piccadilly. W.1. Grosvenor 3401. (0106/R)

## DICKS.

**1949** Humber Super Snipe saloon, most carefully used; £325. (C1072)

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilmarnock, Maida Vale 6886-9. (C1072)

## BENTALLS, Ltd.

**1950** Humber Hawk, black, brown upholstery, fitted radio and heater; £435.—Kingston-on-Thames. Kingston 1001. (C1093)

## CAR MART, Ltd.

**1951** Humber Super Snipe saloon, heater; £395. (C1035/1)

**CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C1035/1)

## CAR MART, Ltd.

**1954** Humber Hawk saloon (sv), heater; £575. (C1039)

**CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C1039)

## RAYMOND WAY.

**RAYMOND WAY**, East London Branch.

**299** gns.—1949 Super Snipe, metallic grey, with grey leather, many extras, v.g. throughout, six month's written guarantee; still England's easiest hire purchase; on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from. (C4011)

**RAYMOND WAY**, 773, High Rd., Seven Kings. Tel. Seven Kings 4066. (C4011)

## JACK ROSE, Ltd., offer:—

**1950** Humber Super Snipe saloon, immaculate inside and out; genuine at £235.—Staford, Wallington, Surrey. Wallington 6677. (C3056)

## KNIGHTSBRIDGE offer:—

**1952** Humber Pullman limousine, two private owners, 25,000 miles only, black, loose covers, new condition.—I. Roberts Mews, Lewinches Place, London, S.W.1. Sloane 4088. (C2036)

## A1 GARAGE, Ltd., offer:—

**1954** Super Snipe, dark green, one owner, 11,000 miles, radio, heater, covers, immaculate; £795.—14-16, Childs Place, Earls Court Rd., S.W.5. Tel. Fremantle 8181. (3783)

## TOM GARNER, Ltd., offer:—

**1954** Humber Hawk Mk. VI (ohv) saloon, gun-metal, overdrive, heater; £795. (C3956)

**1951** Humber Pullman Mk. III 7-pass. lim., black; £1,295. (C3956)

**1955** Humber Super Snipe Mk. IV sal., black, htr., 14,000 mls.; £995. (C3956)

**1955** Humber Super Snipe Mk. IV sal., black, 500 mls. only; £1,195. (C3956)

**1956** Humber Super Snipe Mk. IVB sal., black, overdrive, 2,000 mls. only; £1,350. (C3956)

**1952** Humber Super Snipe Mk. III sal., bronze, heater, radio, nominal mileage; £395. (C3956)

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

## GLANFIELD LAWRENCE offer:—

**1953** Humber Hawk saloon, in black, heater, etc., originally supplied by two of two from £565.—407, High Rd., N.12. Finchley 0091. (C2053)

**£295**!!! 1947 Humber Hawk de luxe saloon, beautiful condition; choice 2. (C2053)

**£595**!!! 1953-4 Humber Hawk de luxe saloon, absolutely specimen, magnificent vehicle, looks and runs just like new; choice 2. (C2053)

**LAMBS OF WOOD GREEN (Established 1897)**, 100-423, High Rd., Finchley. Finchley 6222. (C2052)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUMBER

B. J. HUNTER, Ltd., offer:—

**1954** Humber Hawk saloon, most superlative condition, every conceivable extra including whitewall tyres, unrepeatable at £650.  
**B. J. HUNTER, Ltd.**, 22, Clicklewood Broadway, B.N.W.2. Tel. Gladstone 6303. [C2040]

H. A. SAUNDERS, Ltd., offer:—

**1954** Hawk, black, red upholstery, heater; £695.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

H. F. EDWARDS, EPSOM, offer:—

**SAVE £350**—One only brand new shopsoiled, unregistered Humber Super Snipe saloon, maker's guarantee; black, red leather, bucket seats; to-day's new price £1,643; our special price £1,295.—Below.

**1952** Humber Super Snipe, black with red leather, fitted radio, heater; a specimen car; Ace Rimbellshears, loose covers, a real bargain at £395.—Below.

**1953** Humber Hawk saloon, finished black/red, fitted radio, heater; one owner; most carefully maintained; quite immaculate; £555; written guarantees; terms, exchanges.—26-34, Upper High St., Epsom. Tel. 5611. [C2001]

WARWICK WRIGHT, Ltd., offer:—

**1953-4** Humber Hawk Mark V saloons, most standard colours, many fitted with radio and heater, etc. black; £630.

**1954-5** Humber Hawk Mk. VI saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileages; from £765.

**1956** Humber Super Snipe Mark IVA overdrive saloon, claret, fawn upholstery, 200 miles only; £1,395.

**1954** Humber Super Snipe Mark IV saloon, black, red upholstery, bucket seats, 9,000 miles; £925.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045]

HENDON CENTRAL GARAGE, Ltd., offer:—

**1950** Humber Hawk saloons in exceedingly good order throughout, each car guaranteed; from £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034/1]

CENTRAL GARAGE (CROYDON), Ltd., offer:—

**1952** (Dec. '51) Humber Super Snipe saloon, black with red leather, heater, radio, a good roomy car in excellent condition; £470.

FELL RD., CROYDON, Tel. Croydon 7464. [C1098]

AUTOMOBILE &amp; AIRCRAFT SERVICES, Ltd.

**1954** Humber Hawk, in magnificent condition, heater, etc. black; £625.

MARLBOROUGH WORKS, 609, Kenton Rd., Kenton, Harrow, Tel. Wordsworth 7805. [C1008]

HENDON CENTRAL GARAGE, Ltd., offer:—

**1951** Humber Hawk saloon, fitted heater, very good order throughout; £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English

Car Sales Division, offer:—

**1950** Humber Super Snipe Tickford drop head; £385.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**HUMBER** Pullman limousine (1951), face-forward occasional seats, black; £650.

**HUMBER** Super Snipe (1950), black, radio; £350.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

**1953** Super Snipe, heater, one owner, under 17,000 miles; black; £625.

**1953** Humber Hawk, heater, wireless, one owner, 31,000 miles, black, excellent condition; £550.

BOXALL'S GARAGE, Ltd., Lichfield Rd., Stafford, Tel. 397. [C3620]

HEARSES, Hearses, Hearses. The new 27 h.p. o.h.v. 1.7 b. chassis; brochures available.

A. LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

**1955** (Sept.) Humber Hawk saloon, electric overdrive, 7,000 miles, quite immaculate; £665.

TAYLOR & CRAWLEY, 42a, South Audley St., W.1. Gro. 6881. [C4036]

**LIMOUSINE**, December 1951, leather throughout, private owner, heater, black, excellent; £325.

JACK ALPE, 30, Oldbury Place, Marblebone High St., W.1. Welbeck 1124. [C1103]

**1952** Super Snipe limousine, electric division, in excellent condition throughout; £425.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 3039 and 5306. [C4074]

**1953** Humber Hawk saloon, black, red leather, low mileage, one owner, exceptional condition; £555.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. Tel. North 4511. [C1036]

**1948** (Sept.) 14hp Hawk saloon, grey/grey interior; one owner since new; £300.—Robbins, East Putney. Tel. 7881. [C3010]

**1952** Humber Hawk saloon, excellent guaranteed; £385; payment—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

ARCHIE SIMONS & Co., Ltd.—1952 Humber Super Snipe salin, blk/red leather, fitted heater, much above average; £445.

**1950** Humber Hawk salin, bronze/red leather, fitted htr., sun roof and radio, good condition; £375.—93, Gt. Portland St., W.1. Lan. 1343. [C4013]

**1951** (Sept.) Humber Super Snipe, finished in black, red leather, extremely nice condition throughout, taxed; £255.

EXCHANGE your car for the economic Renault; we offer our part exchange and h.p. facilities.—Phone or write to Eric Hayes, Ltd., 13, Bishop's Bridge Rd., Farringdon, W.2. Ambassador 8266. [C2033]

**1953** Humber Hawk, black, red leather, one owner, well maintained, new tyres; £545.—Hillwood Motors, Mill Hill (London) 4232. [3507]

## HUMBER

**G & M ALFRED'S** (1956), Ltd.—1951 Humber above average condition.—5-7, Warren St., Euston 3268. [C1005]

**£398**—Humber Hawk 1950 saloon, body and cel-lulose unmarked, excellent mechanically; many others.

**BENMOTORS**, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5069-7 and Park 2971. [C1017]

**JULY 1955** Humber Super Snipe, black/red leather, heater, 1,500 miles; £1,150 or offer.—Wright's Motors, Rickmansworth 2214. [4128]

**1954** Humber Hawk Mark VI, black/biscuit, overdrive, radio, small mileage, excellent condition.—Dobsons, Ltd., Humber Agents, Staines 801. [C1074]

**1948** Humber 7-seater Pullman with division, privately owned and in immaculate condition; £450; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. Night, St. Annes 03280. [C2085]

**1953** (September) Humber Super Snipe saloon, black/red, 5 nine 16,000 miles, radio, etc., magnificent car; £695.—Avor Beal, Ltd., 33, Scaradale Villas, Kensington, W.8. Western 2789. [C1114]

**1953** (August) Humber Hawk saloon, satin bronze/red hide, heater, in unblemished condition; one very careful owner, and maintained by us since new; £575.

**ALWOOD GARAGE**, Alwood Rd., Maidenhead. A. Tel. Littlewick (Green) 70; evenings and week-ends. Littlewick Green 3076. [C1107]

**1955** Humber Hawk saloon Mk. VI with overdrive, black with beige interior, one owner, 12,000 miles only; £755.—Sanders & Sons, Hitchin. Tel. 4436. [3700]

**£445**—1947 Humber Pullman 7-passenger limousine, black, specimen condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2008]

**1955** Humber Super Snipe, black with beige interior, guaranteed 2,000 miles only; £1,075.

John Gray, 20, Hermitage Lane, N.W.2. Speedwell 2242. [C2006]

**1956** Humber Super Snipe saloon, dual grey, red leather, overdrive, works mileage, attractive terms.—Howe & Sons, Ltd., St. George's St., Ipswich. Tel. 2296-7. [3036]

**1955** Humber Super Snipe saloon, burgundy with mid-grey upholstery fitted H.M.V. radio, mobile, 11,000 miles, one owner, condition as new; £1,075.—Coventry & Jeffs, Ltd. Bristol 20091. [4171]

**1955** Humber Hawk saloon, heater, overdrive, 4,000 miles; £675.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3558. [C1027]

**1954** Humber Super Snipe, Alpine mist, red leather, radio, heater, bucket seats, new tubeless tyres. Routines maintained, 19,000 miles; £900 o.n.o. seen London.—Box 1029. [3718]

**1955** (March) Humber Super Snipe, superb condition, fitted with radio, heater and screen washers, as new; £1,050.—Dobsons, Ltd., Humber Agents, Staines 801. [C1074/1]

**HUMBER** Super Snipe 1954 Mk. IV 4-litre limousine with division, black/velvet, regal covers, 5,500 miles, in immaculate condition and works maintained.—Offers to Box 0917. [3535]

**BRITONS**—Humber 1949 Super Snipe saloon, one previous owner, 32,000 miles guaranteed, in exceptional condition, new tyres, taxed year; £565.—1a, Lexham Gdns, Mews, W.8. Fremantle 9129. [C1104]

**1948** Humber Hawk, black with fawn interior, two owners since new, in very good condition throughout; £325.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

**1955-6** Hawk saloon, two-tone green, heater, taxed year, 3,500 miles only, sale on behalf of executors; £895.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

**HUMBER** Pullman limousine, first registered October, 1950, fitted heater and radio, low mileage, in perfect condition; £1,075.—Bedford Motor Works, Ltd., 85-87, Dulwich Rd., London, S.E.24. Brixton 6091. [3231]

**1956** Humber Super Snipe, fitted with overdrive, heater, spot lamps and wing mirrors, indistinguishable from new dual grey/red leather, 3,000 miles; £1,395.—Fridays, Ltd., Yeoman Garage, Ashford Rd., Maidstone. Tel. 87248. [3830]

**HUMBER** Super Snipe Mark IV saloon, April, 1955, unique opportunity to purchase nearly new quality model at fraction of cost new, 12,000 miles, heater and several extras, one careful owner; £950.—E. Claybourn & Co., Ltd., Hailgate, Doncaster. Tel. Donc. 3414. [3537]

**345** ens.—Humber Super Snipe 1951 Mark III de luxe saloon, sliding head, leather, radio, heater, pass light, Ace Rimbellshears, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6091. [C4016]

**A LPE & SAUNDERS**, Ltd. Humber Limousine, 1954 Series Mark IV, Blue Riband, seven passenger with partition, black cellulose, leather, throughout, wide occasional seats, one private owner, heater, £1,065. See also under Limousines column. Large selection of earlier models.

**A & S** Court, North Audley Street. Mayfair 2941. [C1006]

**1954** Humber Hawk, black/red leather, wind-screen washers, Whitewall tyres, Ace Rimbellshears, twin wing mirrors, chrome wing shields, not used since December, 17,000 miles only, carefully maintained regardless of cost since new, seen near Guildford, owner would consider private hire purchase; £200.—Box 1114. [3894]

**1947** Humber Sedan de ville 7-seater, with electric division coachwork by H. J. Mulliner; ideal hire car; this car is in superb condition throughout; original cost well over £2,000; home owned; at £625; attractive hire purchase terms and 3 months' guarantee.—Jack Kempton, 27, Nightingale Lane, London, S.W.12. Battersea 1151. [3894]

## HUMBER

**1952** Hawk, blue, beige interior, 28,000 miles, heater and radio, exceptionally well maintained; £465.—Jacquier, Ltd., 25-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

**Humber Cars Wanted**

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3.

**CASH** immediately for good Humber.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Lang-ham 0012. [W2003]

**ALMOST** new Humber required immediately.—

**A** Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

**Humber Spares and Service**

**THE** Humber specialists for all spares.—Tel. Uplands 3637. Fee adv. under Parts & Accessories. [C0398/R]

## INVICTA

**BRADSTOCK MOTORS**, Ltd., offer:—

**1950** Invicta Black Prince drop head coupe, fitted radio and heater, Humber gear box, duo-grey, taxed year, many spares, in excellent condition, cost £4,000 new; offered at £475.—Chase Rd., Epsom S.W.7. [C1090]

## JAGUAR

**H** ENLYS, Ltd.

**ENGLAND'S** Largest Jaguar Distributors.

**SELECTION** of all models at attractive prices.

**DEVONSHIRE** House, Piccadilly, W.1. (Hyde Park 8151).

**HENLY** House, 385, Euston Rd., N.W.1. (Euston 4444). [C2008]

**DEPOTS** at:—

**MANCHESTER** (Blackfriars 7843).

**BRISTOL** (Bristol 3126).

**BOURNEMOUTH** (Bournemouth 6314).

**NORTHAMPTON** (Northampton 907).

**CAMBERLEY** (Camberley 77).

**HOUNSLOW** (Hounslow 3454).

**FINCHLEY** (Finchley 0081).

**GREAT** West Rd. (Ealing 3477), Official Jaguar Service Station.

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).

**HENLYS**, Ltd., England's Leading Motor Agents. [C0027/R]

**A1** at Browns.

**1954** Jaguar Mark VII saloon, Borgwarner automatic transmission, grey and red leather, heater, radio, many extras, 17,000 miles only, as brand new; £1,175.

**BROWN**, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**BENTALLS**, Ltd.

**1953** Jaguar Mark VII, black, brown upholstery, £895.

**1950** Jaguar Mark V, black, brown upholstery; £495.—Kingston-on-Thames, Kingston 1001. [C1093]

**H. C. PAUL**, Ltd.

**1955** Jaguar XK120 roadster, dove grey, 24,000 miles; £1,075.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

**H. R. OWEN**, Ltd.

**NEW** Mk. VII m type saloon with automatic transmission, finished in pastel blue with blue hide upholstery; list price.

**WE** are interested in the purchase of Jaguar cars and we invite communications from owners who have such vehicles for disposal.

**H. R. OWEN**, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032]

**RAYMOND WAY**.

**RAYMOND WAY**, East London branch.

**429** ens.—1949 Jaguar Mark V saloon, black with brown leather, radio, heater, screenwasher, wing mirrors, etc., etc., new Michelin X tyres, spotless throughout; 6 months' written guarantee; still England's easiest hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

**RAYMOND WAY**, 775, High Rd., Seven Kings. Tel. Seven Kings 4066. [4010]

**RAYMOND WAY**.

**RAYMOND WAY OF KILBURN**.

**RAYMOND WAY**, the hire-purchase specialists.

**1939** Jaguar 1½-litre saloon, immaculate black coachwork, very clean leather interior, well above average for the year, closely resembles the post-war model; £2595.

**TI**RE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

**JACK ROSE**, Ltd., offer:—

**JAGUAR** XK140 2-seater, 250 miles only, in black/red leather, as brand new, a few days old only; £1,445.

**JAGUAR** XK120 2-seater, 1953 model, green, unused 8 months, almost unmarked; £795.—Stanford Rd., Wallington, Surrey. Wallington 6677. [C3056]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

ELM AUTOSALES offer:—

**1938** 1½-litre Jaguar saloon, black with beige leather, one owner, excellent car throughout; £195—28-30, Abbotsbury Rd., Morden. Mitcham 7122. [C2097]

PEDIGREE CARS offer:—

**1954** Jaguar XK120, fully equipped and modified, wire wheels, dual exhaust, covered bonnet, quick-fill petrol tank, etc.; a fuller description may be obtained on application; specimen condition, one owner from new; £295—340-2, Euston Rd., N.W.1. Euston 7889. [C5393]

(Jaguar buyers).

## CHC

**1955** XK140 2-seater sports finished in white with red and lacquer upholstery, red wheels, fully equipped with fitted suit cases, radio, spotlight, badge bar, wing mirrors, 1,300 miles only from new, absolutely as new in every respect; £1,425.

**AUTOMATIC** gears Mark 7 saloon, choice of 2 1½-litre examples from £1,195—Cartwright Hamilton Cars, Ltd., 282, Kensington High St., W.14. Wes. 0207. [4132]

PEDIGREE CARS offer:—

**NEW D-type** Jaguar; offers invited.

**NEW D-type** Jaguar; offers invited.

**NEW D-type** Jaguar; offers invited—340-2, Euston Rd., N.W.1. Euston 7889. [C5093]

TOM GARNER, Ltd., offer:—

**1949** Jaguar 3½-litre Mk. V saloon, black; £475.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

**1955** Mark VIII, British racing green, green hide, overdrive, 7,000 miles, one owner; £1,250.

**1955** Mark VII, pastel blue/blue hide, fitted overdrive and radio, one owner; £1,225.

**1953** Mark VII, British racing green, green hide, fitted radio, one owner; £715.

**1954** XK120 drop head, beige, red hide, one owner, an exceptional car; £1,015.

**1950** Mark V Jaguar, green, green hide, radio; £465.

**THE** above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

**4**—6-8, Bishopsgate Rd., W.2. Ambassador 1061. [C2029]

VINTAGE AUTOS, Ltd., offer:—

**£595**—Mark V 1951-2 convertible, many extras; choice of 2.

**VINTAGE AUTOS, Ltd.**, 105, Queensway, W.2. Tel. Bayswater 5929 and 5930. [C4079]

ROSE &amp; YOUNG, Ltd., offer:—

**1955** Jaguar Mark VII type M saloon, fitted radio, overdrive, low mileage, immaculate, grey; £1,225.

**1949** Jaguar Mark V saloon, black, radio, taxed; £385.

**1952** Jaguar Mark VII saloon, low mileage, beautiful condition; £665.

**1951** XK120 sports 2-seater, fully modified, fitted radio, bronze; £585—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C5057]

CHIFFEAD MOTORS, Ltd., offer:—

**XK120** 1953, bronze, low mileage, many extras, specimen; £785.

**XK120** 1952, silver and red, specimen car, extras; £645.

**XK140** 1955 hard top, maroon/beige, overdrive, radio, heater, etc.; £1,475.

**CHIFFEAD MOTORS, Ltd.**, 197, Farnham Rd., Kensington, London S.W.3. Faxman 0052/7253/7154. [C1046]

WARWICK WRIGHT, Ltd., offer:—

**1955** Jaguar Mark VII M saloon (automatic transmission), grey, red upholstery, 6,000 miles; £1,495.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C5045]

COMPTON &amp; FULLER, Ltd., offer:—

**1955** Jaguar Mk. VII M type with overdrive, grey, taxed, superb car; £1,175—Odeon Parade, Elmers End, Beckenham, Bec. 5570. [C1110]

BRADSTOCK MOTORS, Ltd., offer:—

**C TYPE** XK120 sports, finished in green, fitted close ratio gear box and overdrive, excellent condition; £1,035—Chase Rd., Epsom 5696-7. [C1050]

HENLYS, Ltd., Jaguar Service Station.

**1956** Mark VII M type saloon, fully automatic transmission, in suede green; £1,665.

**1955** Mark VII M type saloon, overdrive, two-tone grey; £1,335.

**1955** Mark VII M type saloon, overdrive, black; £1,325.

**1954** Mark VII saloon, overdrive, black; £1,045.

**1954** Mark VII saloon, black, one owner; £995.

**1954** Mark VII saloon, black, one owner; £965.

**1953** Mark VII hirth grey, one owner; £875.

**1955** rep. XK120, very low mileage, grey; £995.

**1954** XK120 fixed head coupe, B.R.G.; £1,045.

**HENLYS, Limited**, Great West Rd., Brentford, Midd. Ealing 5477. [4185]

JAGUAR XK120 sports, 1951, black, extras, 27,000 miles; must be sold—Morecambe 5747, 9 a.m. to 8 p.m. [3455]

## JAGUAR

HENLYS offer with 4 months' guarantee.

**1955** Jaguar Mark VII saloon, overdrive, wheel trims and Whitewall tyres, carefully used and maintained, black with grey interior, £1,235; 1954 Jaguar XK120 d.h.c., radio, Chasse underseal, a specimen car, one owner, green with green interior and grey hood; £1,095—Henly's, Ltd., Henly Corner, North Circular Rd., N.W.11. Finchley 0081. [4190]

DUNCAN HAMILTON &amp; Co., for Jaguars.

**1955** Jaguar XK140 fixed head coupe, 7,000 miles, grey with biscuit interior, absolutely faultless throughout; choice of 2 from £1,465.

**1951** Jaguar XK120, 29,000 miles only, bronze with red interior, extras, far above average.

**1952** Jaguar XK120, 30,000 miles, loose covers, etc., modified engine, twin exhaust, one owner.

**33**—High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091]

H. A. SAUNDERS, Ltd., OF WORCESTER.

**1954** Jaguar Mk. VII saloon, black, fitted overdrive, one owner; £995.

**AUSTIN** House, Castle St., Worcester. Tel. 6371. [C4005]

HENLYS offer with 4 months' guarantee:—

**1954** Jaguar Mark VII saloon, overdrive, most attractive, one owner car, pastel green with grey interior; £1,045.

**HENLYS, Parkway**, Regent's Park, N.W.1. Tel. Gulliver 5721. [4194]

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:—

**JAGUAR** Mark VII sports saloon, Br. Racing Green/Lan upholstery, new tyres, radio, etc., truly immaculate; £950.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057]

**1947** Jaguar 3½-litre de luxe, green, sound throughout.

**THE OXLEY MOTOR CO., Ltd.**, 28, Ousley St., Guildford, Surrey. Tel. Guildford 67227/8. [C5099]

**AUG.** '50, Mk V Jaguar, grey, second engine, very sound, £530—Earl, Middlewich St. [3889]

**CHARLES POLLETT, Ltd.**, Official Jaguar Agents, offer:—

**1955** Jaguar M type, automatic gear box, grey, radio, mileage, 6,700 only, exhibition condition.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6286.

**SERVICE** Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

**1952** Jaguar Mk. VII saloon, black/tan interior, equipped radio and extras, one owner; £825.

**PARKERS (MANCHESTER & BOLTON), Ltd.**, Deansgate, M.1. Des. 4507. [C5063]

**1954** Jaguar XK120 fixed head coupe, 16,000 miles, immaculate condition; £950.

**J. ASHALL & SON (ENGINEERS), Ltd.**, Windle City Garage, Moss Bank Rd., St. Helens. Tel. St. Helens 4630. [3647]

**BEARDS OF KINGSTON**, Jaguar specialists; sales, spares, repairs—102, London Rd., Kingston. Tel. Kin. 3548. [0081/R]

**1956** Jaguar 2.4 saloons, delivery mileage; exchanges, etc.—Autovox, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

**£425**—Jaguar 1½-litre 1947 saloon, engine just reconditioned, excellent body and cellulose; many others (as above)

**BENMOTORS, Ltd.**, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7 and Park 2971. [C1017]

**1954** (August) Mk. VII, grey with grey leather, radio, heater, screen washer, 12,000 miles, chauffeur driven, one owner; £1,050.

**MILL HILL GARAGE**, Edenbridge, Kent. Tel. 2162. [3746]

**1955** (January) Mark VII saloon, black, red leather, overdrive, 16,000 miles, one owner; £1,245.

**CLARKE & SIMPSON, Ltd.**, 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

**£265**—1947 Jaguar 3½-litre saloon, excellent condition; terms—Autonups, 5, Balham High Rd., Balham 1509. Tel. 4636. [C1009]

**XK120** 1955 handtop, special equipment, full modifications, wire wheels, cream with green leather; £895.

**XK120** 1953 model, silver grey, red leather, immaculate condition; £695—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2073]

**1947** Jaguar E.E. 1½-litre saloon, black and brown, one owner; £365—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015]

**1954** Mk. VII saloon, black/red interior, company director's car, superb condition throughout; £895—Robbins, East Putney. Tel. 7881. [C3010]

**1949** Jaguar 3½-litre saloon, black with tan interior, radio, heater and wheel discs; £325.—Sanders & Sons, Hitchin. Tel. 4636. [C1009]

**G & M ALFRED'S (1936)**, Ltd.—1954 Jaguar Mark VII saloon, many extras, much above average—6-7, Warren St., W.1. Euston 3268. [C1005]

**1946** Jaguar 1½-litre saloon, recent new engine; £335—Kirkdale Cars, Cobbs Corner, Sydenham S.E.26. Sydenham 6123. [C2068]

**1950** Jaguar Mk. V 2½-litre saloon, radio, heater, excellent condition, moderate mileage; £475 o.n.o., exchange smaller car.—Box 1145. [4121]

**S.100** Jaguar, 1939, 3½-litre, heater, radio, extras, good condition; £275—128, Ashford Avenue, Hayes, Middlesex. [4069]

**1954** (May) XK120, convertible, 15,000 miles, immaculate; £950—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4061]

**1952-3** Jaguar Mark VII, immaculate, one owner, low mileage, radio, heater; £695—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [C5083]

## JAGUAR

1949 Jaguar 3½-litre saloon, reconditioned engine, immaculate, guaranteed; £295; payments:—

**£395**!!!—1947 Jaguar 1½ de luxe saloon, special equipment, heater, etc.; choice 2; also 1945 models available.

**£585**!!!—1951 Jaguar Mark V convertible, full 5-seater drop head coupe, beautiful condition.

**£525**!!!—1950 Jaguar Mark V de luxe saloon, choice 2, both beautiful.

**£650**!!!—1952 Jaguar Mark VII de luxe saloon, only 2 owners, carefully used, choice also 2.

**LAMBS OF WOOD GREEN** (Established 1897), 100 L guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2352]

**1951** Jaguar XK120, ivory, beautiful condition and appearance; £500, unmodified, untraced—17, Coronation Drive, Liverpool, L4. Stoneycroft 7906.

**PRIDE & CLARKE, Ltd.**, 1955 Jaguar XK140, 5,000 miles, heater, covers as new; £1,330; exchanges welcomed—237, Brixton Hill, S.W.2. Tel. 3664-5. [C3963]

**1955** XK140 Jaguar, fixed head (overdrive), mileage 4,692; for sale or part exchange; distance no object—Bambers, Ltd., Birkdale, Southport. Tel. 66161. [3916]

**1951** XK120, full C-type model, never raced, emerald green, Michelin X tyres, faultless; £675—Salisbury Motor Co., Fisherton St., Salisbury 6025. [3592]

**£450**—1950 Mark V 2½ Jaguar special saloon de luxe model; for sale or part exchange; distance no object—Ellis, Harmer Green House, Welwyn 61. [3600]

**XK120** 1953, low mileage, one owner, ivory, heater, radio, numerous extras; £500. [3600]

—Modern Light Cars, Lodge Rd., Southampton. 22628. [3696]

**1954** Mark VII Jaguar, grey, fitted overdrive, radio, one owner, mileage 18,000, perfect condition; £975—Abbotts Garage, Ltd., Earl's Barton, Notts. 4016. [4016]

**£725**—1954 series Mark VII saloon, director's car, absolutely immaculate and mechanically perfect, grey, red hide, private terms; exchange £790

**DROP** head XK120 1954 series, immaculate dove grey with red leather, Standard trim, Michelin X, heater, radio; £925, terms, exchange—Rudds, Adj. Central Station, Worthing 7773-4. [35679]

**1956** model Jaguar Mk. VII M type saloon with automatic transmission, radio and fuel pump, ment, finished black with red leather, 5,700 miles only, as new; £1,585.

**MORLEY**, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C5016]

**XK120** handtop coupe, May, 1953, radio, heater, wing mirrors, etc., excellent order; £845.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050]

**1949** 3½-litre Mk. V saloon, grey with red leather and fitted heater and H.M.V. de luxe radio, in excellent mechanical order, taxed rev. £445.—K.J. Motors, Ltd., Bromley. Rav. 3456. [4157]

**1949** Jaguar 2½-litre Mark V saloon, heater, low mileage, immaculate condition; £425; terms and exchanges—Palmer, 3, Russell Garden, New Kensington, W.14. Park 9704 and 9965. [C5054]

**1956** Jaguar model M saloon, fitted with Laycock de Normanville overdrive, mileage 350; new price £1,778; will accept £1,575 for quick sale; Smiths Motors, Dovercourt. Tel. Harwich 701. [3797]

**JAGUAR** Mk V saloon, 3½-litre, 3-tone blue with grey leather, heater, registered March, 1951, immaculate condition throughout, taxed rev. £445.—opportunity, £435; exchanges; h.p.—Kingston 7136. [3802]

**1954** Jaguar XK120 fixed head coupe, 17,000 miles, only radio, heater, Michelin X tyres, taxed December, beautiful condition throughout; £935; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 4208. [C1028]

**1948** Jaguar 1½-litre saloon, grey with grey leather, Ace Rimblebush, two pass-lights, comfortable sports car at only £365; written guarantee; terms, exchanges—H. P. Edwards, 23-24, Upper High St., Epsom. Tel. 5611. [C2001]

**XK120** 1954 drop head coupe, 20,000 miles, types, twin exhaust system, colour black with brown interior, immaculate condition; £875—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

**345** gns.—Jaguar 1943 1½-litre saloon, sliding head, leather, heater, discs, carefully used; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6011. [C4018]

**£325**—1948 1½-litre Jaguar saloon, finished in black, with brown leather upholstery, excellent all-round condition; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045]

**1953** Jaguar Mark VII saloon, first reg. 13/12/52, black and brown leather, radio, heater, screen washers, wing mirrors, Ace Rimblebush; £765 or exchange M-type Jaguar, cash adjustment.—Tel. Uplands 1525. [4109]

**1956** Jaguar 2.4, pearl grey, red leather, special equipment model including latest Radiomobile, Ace Rimblebush; also 1955 Jaguar Mk. VII M saloon, pearl grey, red leather, loose covers, 5,500 miles only since new; private sale.—Offers for both cars to Box 1115. [3596]

**1954** series XK120 drop head, full history, no competitions, genuine record of mileage and maintenance, heater, radio, unworn paintwork and upholstery, taxed year, X tyres, £925; terms, exchanges—1954 TR2 wanted—Rudds, Adj. Central Station, Worthing 7773-4. [3679]

**1956** Jaguar XK140 drop head coupe, ivory with red leather, fitted H.M.V. push-button radio and heater, 300 miles; this car is only two weeks old and is virtually a new car; £1,685; original cost £1,600; would take smaller horsepower saloon car in part exchange.—Jackson, Enterprise Garage, Church St., Faringdon, Berks. Tel. Faringdon 2237. [3681]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

**JAGUAR** Mark VII saloon, first registered November, 1951, new engine 1955, resprayed and overhauled, serviced weekly and well shod, lustre grey with red upholstery; price £650.—Further particulars from Alan Huxman, Hall, Fain & Foster, Petersfield (Tel. 13 & 953). [3894]

**XXX** 1951 Jaguar Mark V saloon, black, with brown hide, heater, a most attractive and well maintained one-owner car with delightful performance, written guarantee, £655; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003]

**1953** (Oct.) XK120, 20,000 miles, one owner since new, radio, heater, twin fog lamps, never raced or in competition, practically new Michelin X tyres, immaculate condition throughout; £875.—George Newman & Co. (B'ton), Ltd., 39/40, Old Steine, Brighton 28102/4. [3810]

**1951** Jaguar Mark V saloon, in lavender grey and red leather, one owner, genuine mileage 31,000, paintwork and interior immaculate, no expense has been spared to maintain mechanical perfection (Jaguar tester's report available), recently fitted new tyres, battery and exhaust system; £500 o.n.o.—Westwood, Mead Croft, Norton, Stourbridge, W.I. 5578. [3990]

**PRIVATELY** owned 1952 Mark VII saloon, in metallic blue, possibly unique with many unusual features, including laminated windscreen, Marchal head lamps, 8:1 compression engine, stiffened torsion bars, Michelin X tyres, flashing indicators plus semaphores, also radio, Ace Winchster, screen wipers, recent new battery, waxed, total mileage 25,000, periodically serviced by Jaguar agents, 20 m.p.g., negligible oil consumption, definitely faultless mechanically and appearance, unblemished, virtually as new; would consider realistic cash offer or preferably take nearly new smaller car in part exchange.—Wimbleton 1420. [3695]

## Jaguar Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**COOMBS & SONS (GUILDFORD)**, Ltd.

**URGENTLY** require Jaguars, very late models; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [C0243/R]

**PRIVATE** buyer wishes to purchase XK140 d.h.c. or hard top.—Box 0956. [3577]

**WANTED**, XK140 hardtop, must be small mileage; reasonable price.—Box 1088. [3844]

**JAGUAR** 2.4 saloon required, not black.—Greenways, 81, Alfred Rd., Winchester. [W1010]

**JAGUAR** 2.4 required, with or without overdrive.—Working 2971 (business hours). [3644]

**MARSTON MOTOR CO., Ltd.**, for your Jaguar.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [C1018/R]

**ALMOST** new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 2885. [W3016/R]

**CASH** immediately for good Jaguar.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

**REALLY** good Jaguar 120 drop head or fixed head wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. [W1086]

**WANTED**, hardtop or drop head Jaguar XK120, must be first-class, low mileage, private buyer, no dealers; please write full details; all replies answered.—Box 1062. [3759]

## Jaguar Spares and Service

**H** ENLYS, Ltd.

**ENGLAND'S** Largest Jaguar Service Station.

**G** GREAT West Rd., Brentford. (Ealing 3477).

**SPARES** and replacement engines for all models from 1935.

**AND** at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

**QUICK** completion of repairs. [C0563/R]

**KJ MOTORS, Ltd.**—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. [C0967]

**PEERLESS MOTORS, Ltd.**, main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [C0430/R]

**LANCASHIRE** specialized sales repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (0480), and 176, Deansgate Manchester (Deansgate 4507). [C0739/R]

## JEEP

**UNIVERSAL CAR DISTRIBUTORS (LONDON)**, Ltd.

**1956** illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spares.—331-3, High Rd., Chiswick, London, W.4. Chis. 1919-6850. [C035/R]

**JEPS**, private or commercial, all spares.—P.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick. Kingston 4718/248. [C0820/R]

**£120** buys a special bargain.—See Metamot, famous for 12 conversions.—980, Belsize, [C0527/R]

## Jensen

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## JENSEN

**JENSEN** 541 4-seater sports saloon, October, 1955, extras, new, 116 mph, 20-27 m.p.g., owner going overseas; £1,800, no offers; saving of nearly £500.—Doctor Bernstein, 230, Brodie Avenue, Liverpool, 19. [3708]

## JENSEN

**MICHAEL CHRISTIE MOTORS.**

**DISTRIBUTORS** for Bucks, Berks and Oxon.

**541** demonstrators always available.

**EARLY** delivery 541; immediate delivery Interceptor.

**1953** Jensen Interceptor close coupled saloon, steel grey, red hide, heater, overdrive, rev counter, concealed spare, one owner, 24,000 miles only, 60 m.p.h. at 2,000 r.p.m.; present list £2,700, accept £1,150. [C1034]

**MICHAEL CHRISTIE MOTORS**, Bloisier Rd., Aylesbury, Tel. 4727. [C1034]

**BROOKLANDS**: Wholesale & retail.

**NEW** Jensen 541 for demonstration, early delivery.

**NEW** Jensen Interceptor cabriolet de luxe.

**1954** Jensen Interceptor saloon de luxe.

**CONFIDENTIAL** terms, exchanges.

**103**, New Bond St., London, W.1. Mayfair 8351. [C1029]

## JOWETT

**WM**

**WELBECK MOTORS** for Jowett:—

**FOR** the first time for many years Welbeck Motors are able to offer a unique and perfect pre-war Jowett.

**1937** Javelin 8hp saloon, one owner since new, runs like a new car, interior like a new car, exterior exceptionally good; this is indeed a connoisseur's piece—probably the last specimen remaining; £150; normal Welbeck service after sales and hire purchase facilities available on this car.

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049]

**A1** at Browns.

**1951** (Oct.) Jowett Javelin de luxe saloon, grey and red leather, well kept and sound throughout; £425.

**J. BROWN, Ltd.**, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**BUNTING'S MOTOR EXCHANGE.**

**JOWETT** main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnersfield Lane, Harrow. Tel. 6225-6. [C0913/R]

**JAVELIN** d.l. 52; £480 o.n.o.; maroon, radio, heater, engine just overhauled.—Gip. 3155. [C060]

**1952** Jowett Javelin, reined brakes, engine just rebuilt, Series III, one owner, green; £445. [C3926]

**MILL HILL GARAGE**, Edenbridge, Kent. Tel. 2162. [3748]

**1953** Javelin de luxe, steel grey, reconditioned engine just fitted, excellent condition; £475.

**1952** Javelin de luxe, steel grey, new bearings just fitted, excellent condition; £450.

**THE ONSLOW MOTOR CO., Ltd.**, 28, Onslow St., Guildford, Surrey. Tel. Guildford 67227/8. [C3099]

**1939** Jowett 8 saloon, one owner only; £165.—Newbery Cars, Muswell Hill, N.10. Tel. Tudor 3394. [C4002]

**JAVELIN** de luxe, 1950, £375, excellent condition, guaranteed only 20,000 miles (approx.) and one owner.—Keddie, The Lawn, Rochford. [3587]

**JOWETT** Javelin 1949, black with red upholstery, one owner; £320.—Deansbrook Garage, Hale Lane, Edgware, Middx. Mil. 2244. [C159]

**1952** Javelin de luxe saloon, ser. III, black/ G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 6104. [C4053]

**JUPITER**, Oct., '53, reg., genuine 20,000, many extras; £500 or fair offer; terms.—Write 159, Northumberland Ave., Glida Car, Essex. Tel. Hornchurch 3860. [3769]

**1949** Javelin saloon, golden sand, red leather, taxed December, excellent tyres; £355; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

**JOWETT** 1953, latest, one meticulous doctor owner, low mileage, regularly serviced, engine overhauled, excellent throughout, heater, etc.; £475.—41, Newton Rd., Cambridge, Tel. 5237. [C4084]

**1952** Jowett Javelin de luxe saloon, grey with red interior, excellent condition throughout; £445.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 2233. [C4027]

**JUPITER** (September, 1952), series III engine, turquoise, heater, mileage 12,000 (genuine), spare unused, unmarked; £500 o.n.o.—14, Gerard St., Ashton-in-Makerfield, Lancs. Tel. Golborne 427 (after 7 p.m.). [3399]

## Jowett Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**WM**

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1. Welbeck 1139, are far the best buyers for good Javelins. [W4049]

## Jowett Spares and Service

**JOWETT CARS, Ltd.**

**SPARES**, reconditioned units and service facilities will continue to be available in your district; consult your local agent, or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. [C0784/R]

**GORDON CARS (LONDON)**, Ltd.—Specialist service, all Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.11. Spe. 2761. [C1033/R]

**JOWETT** Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tot. 1906/7555. [C0504/R]

## Jowett Spares and Service

**F. FAIRMAN & SONS, Ltd.**, East Surrey distributors.

**COMPLETE** spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [C0661/R]

**BUNTINGS MOTOR EXCHANGE** offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [C0734/R]

**A. V. MOTORS, Ltd.**, Park Rd., Teddington, A. Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 30 years' Jowett experience. [C0750/R]

**GODFREYS, Ltd.**—Spares and service for Jowett and Bradford; specialists' repairs.—228-234, London Rd., Croydon (Cto. 3641). Rushmore Garage, Watlington, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [C0463/R]

## LAGONDA

**BROOKLANDS**: wholesale & retail.

**NEW** Lagonda 3-lit. Tickford saloon and coupe.

**1955** Lagonda 3-lit. foursome Tickford d.h. coupe.

**1954** Lagonda 3-lit. 2-door Tickford saloon.

**1953** Lagonda 2.6-lit. 4-door Tickford saloon.

**CARS** purchased for cash; exchanges.

**103** New Bond St., London, W.1. Mayfair 8351. [C1029]

**GUY SALMON AUTOMOBILES** offer:—

**1950** (model) Lagonda 2.6-litre Foursome drop head coupe, recent complete engine overhaul, good condition throughout; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

**WESSEX MOTORS**, St. Cross Rd., Winchester. [3351]

**1950** Lagonda 2.6 saloon, fitted Vantage engine, black with brown leather, in excellent condition.

**TELEPHONE** Mr. Hurst, Winchester 5555. [C4087]

**1954** Lagonda 3-litre Tickford saloon, superb condition, floor gear; offers. London.—Box 0916. [3351]

**£385**—Lagonda V12 saloon 1938 (£650 Lagonda overhauled recently) superb condition; exchanges, terms.

**SWANMORE GARAGE**, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 43344. [C4024]

**LAGONDA** 3-litre sports saloon, 1933, excellent condition throughout; particulars on application; £140 or offers.—Box 0947. [3574]

**1952** 2.6-litre 4-door saloon, green, several extras, splendid order; £1,030.—Davies Motors, Ltd., 273, London Rd., Staines 4211/5. [C1080]

**1939** (June) Lagonda V12 short chassis drop head coupe, grey with beige hide, the interior is original and in very good order, extras include Ace discs and spotlight, the late engineer owner maintained this car regardless of expense and had a reconditioned engine recently fitted, since when it has done about 6,000 miles; £495.

**LARKER & SIMPSON, Ltd.**, 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

**C** Tel. Sloane 4727.

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**DAVIES MOTORS, Ltd.** (Managing Director: J. E. Davies, 20 years' service manager at Lagonda, Ltd.), Specialists in all aspects of service.—273, London Rd., Staines, Tel. 4211-5. [C0390/R]

**LANCHESTER**

**GUY SALMON AUTOMOBILES** offer:—

**1952** (series) Lanchester 14 saloon, black/brown leather, just fitted, reconditioned engine unit and not yet run-in; an opportunity to secure one of these fine quality cars with the famous Daimler fluid fly-wheel transmission at the very modest price of £285.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

**STRATSTONE, Ltd.**, Lanchester distributors.

**LANCHESTER** 14 saloon (June, 1953), grey, blue leather; £245.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

**1953** Lanchester 14 saloon, dark green, beige leather, 17,000 miles, one owner; £266. [C4048]

**CLARKE & SIMPSON, Ltd.**, 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

**1948** 10hp black saloon, fluid flywheel, mileage 23,000, radio, exceptional throughout; £485.

**JACK ALPHE**, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103]

**LANCHESTER** 10.8 (Dec. '37), very good condition; £150 o.n.o.—Knott, 16, Manor Ave., Brockley, S.E.4. [3769]

**£275**—1938-9 Lanchester 14 special sports saloon, outstanding bodywork condition for the age, looks as modern as a post-war, beautiful throughout.

**LAMBS O' WOOD GREEN** (established 1897); 100 guaranteed cars; exchanges, hire purchase.—421, 423, High Rd., Finchley. Finchley 6222. [C2052]

**1939** Lanchester 14 de luxe saloon, excellent runner, bargain; £150; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1947** (May) Lanchester 10 saloon, black, maroon upholstery, unusually good condition; £425; exchanges and hire purchase arranged.—Storrington Motors, Storrington, Sussex. Tel. 400. [3543]

**LANCHESTER** 14 L.1200 sports saloon, September, 1953, one owner only, mileage 19,800, virtually new, H.M.V. radio and heater, also Ace wheel discs, twin wing-mirrors and spotlamps privately owned; £650; interested in TF sports M.G. part payment.—Tel. Birmingham South 3018. [C4140]

**Lanchester Cars Wanted**

**PRIVATE** buyer seeks Lanchester 10 about 1939-47.—Dibben, 33, Ridge Rd., Sutton, Surrey. [C0794]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Lancaster Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lancasters.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

**CASH** immediately for good Lancasters.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W4005)

**Lancaster Spares and Service**  
**ROYDON**,—Donald Vince & Co. Ltd., Daimler and Lancaster specialists, for sales and service.—Kiddemister Rd., Groydon 5775. (0689)

**ARCO ENGINEERING**, Ltd.—Complete overhauls and engineering service. Lancasters cars, presetter gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7501 and 7521. (0837/R)

**WOKING MOTORS** (Mercedes distributors).  
**1955** Lancia, Gran Turismo saloon, excellent condition, low mileage; £2,150.—Maybury Hill, Woking 4277. (C4057)

**1955-6** Lancia Spyder, 2,200 miles; £2,475. (C4057)

**1955** Lancia Appia, grey; £1,095. (C4057)

**1951** model Lancia Aurelia pillarless saloon; £975.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858 (C4028)

**1955** series Lancia Appia 4-door pillarless saloon, in condition as new, small mileage; £1,300; can be seen at— (C4057)

**LANCIA (ENGLAND)**, Ltd., 372, Baline Rd., Alport, N. Leicestershire. Tel. Perivale 5656. (0819/R)

**APRILIA**, resprayed and fitted new tyres, steering box, battery, regulator, no rust, no oil, very clean, inside retrimmed and chromed; £320.—34, Beechwood Ave., Ruislip, Middlesex. (3570)

**1935** Artina modified shooting brake type body, in good condition, vehicle in running order but road wheels poor.—Offers to A. Jupp, Walpole, St. Andrew, Wisbech, Cambs. (3615)

**MOSS (CAMBRIDGE)**, Ltd., Lancia distributors. We usually have one or more small mileage cars for sale: Gran Turismo saloon available for demonstration.—146, Hills Rd., Cambridge. Tel. 87519. (0124)

**ASTURA**, 1947 (rev.) 3-litre Farina saloon, £150. 575 deposit; Aprilia, 1956 de luxe, excellent example, never rusted or repaired, £260, £130 deposit; exchanges.—Seaside, Ltd., 25, Church St., Hampton. Molesey 2142-3. (C4069)

**LANCIA Astura** 1959, a really beautiful specimen for the connoisseur, in grey and black with green leather interior, Farina coachwork throughout and many extras. Autocar write-up in 1954, 20mpg, a bargain at £335.—Martin Vaughan Motor Co., Ltd., Rav. 2591. (C4006)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lancias.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Lancia Spares and Service**  
**LANCIA (ENGLAND)**, Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics. Genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperion, Wembley (Perivale 5650). (S0320/R)

**LEA-FRANCIS**  
**COACHCRAFT** offer:—

**£395**—1950-1 Lea-Francis 2½ sports tourer, one year, over 100,000 miles, reconditioned by makers last year (bills available), most impressive vehicle in superb condition throughout, 3 months mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Epsom, Surrey. Tel. Epsom 5611. (C1053)

**WOKING MOTORS**, Mercedes distributors.  
**1951** 14hp Lea-Francis sports saloon, maroon, low mileage, excellent condition; £435.—Maybury Hill Garage, Woking 4277-8. (C4057)

**CHARLES POLLETT**, Ltd. sole distributors Lea-Francis, London and Home Counties, offer:—

**1951** Lea-Francis 14hp sal., maroon, one owner, 23,000 miles, fully serviced, annual guarantee; £545. (C4057)

**1951** Lea-Francis 16hp streamlined sal., black, one owner, modern appearance, comfortable seating, exceptional performance; £625. (C4057)

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266. (C4057)

**SERVICE**, Works and Stores: Barnsdale Yard, off Egin Ave., W.9. Cunningham 5596. (C2010)

**1949** sports roadster Lea-Francis 2-seater in perfect order, 25,000 miles only; £465. (C4057)

**1951** series Lea-Francis 14hp saloon in unusually good condition, having had one careful owner and having done genuine 24,000 miles only; £495.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9164. (C1050)

**G&M ALFREDS** (1936), Ltd.—1951 Lea-Francis 14/70 saloon, in superb order, far above average.—6-7, Warren St., W.1. Euston 3268. (C1005)

**1950** (model) Lea-Francis saloon, radio, heater, exceptional car; £484.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3125. (C3095)

**345** gns.—Lea-Francis, 1949, 14hp Mark V streamlined sports saloon, leather, 1 P.S. radio, heater, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1950** 2-seater 14hp sports Lea-Francis, very fast, ivory cellulose, specially designed red hood, really immaculate. This car must be seen and tried to be appreciated, taxed, any trial; £520; terms—62, Wellington Ave., Chingford, E.4. 811. 6529 and Ley. 5425-2. (4079)

**1-3** litre twin-camshaft 2/4-seater sports, completely 1-4 overhauled by makers last year and effectively a 1955 car, less than 10,000 miles since overhaul, numerous extras; £550 or part exchange similar mileage Volkswagen, cash preferred.—Russell, 17, Westway, Harewell, Cambs. (3559)

**1948** Lea-Francis 14hp estate car, just rebored, crankshaft ground, etc., heater, 3 nearly new tyres; £275.—Thacker, 23, Chapman's Walk, Leigh-on-Sea. (5706)

**Lea-Francis Cars Wanted**  
**ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Lea-Francis Spares and Service**  
**LEA-FRANCIS CARS**, Ltd., Coventry.

**SPARES** and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 62024-5-6. (0592/R)

**SPARES** and service.—C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dea. 4795-6. (0623/R)

**CHARLES POLLETT**, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266. (C4057)

**OFFICIAL** Lea-Francis London Service Station Works and Stores:—

**BARNSDALE** Yard, off Egin Ave., W.9. Tel. Cunningham 5596-7. (0595/R)

**LIMOUSINES**  
**JACK ALPE** offers limousines.

**AUSTIN** 1951 l.w.b. privately owned Sheerline; £895. (C4057)

**AUSTIN** 1952 16hp privately owned hirecar, heater; £695. (C4057)

**HUMBER** 1952 limousine, leather, heater; £925. (C4057)

**ROLLS-ROYCE** 1956 30hp, outstrip back; £595. (C4057)

**ROLLS-ROYCE** 1955 25hp Park Ward, swept; £495. (C4057)

**ROLLS-ROYCE** 1954 25hp Hooper, black; £585. (C4057)

**JACK ALPE LIMOUSINES**, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1105)

**DAIMLER** 27hp 7-seater limousine (1950), face forward occasional seats, black, cloth upholstery; £2,500. (C4057)

**DAIMLER** 24hp 7-seater limousine (1937), black; £425.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

**ALPE AND SAUNDERS**, Ltd., Providence Court, North Audley Street, W.1. Mayfair 2941. (Near Selfridges). (C4057)

**LIMOUSINES**, Armstrong, July 1951, black leather throughout, wide face forward seats, heater, radio, one private owner, low mileage, £795. (C4057)

**A&S** 1951 Austin Hirecars, Full range 1951/1953 from £495. Extra if fitted standard Diesel. (C4057)

**LIMOUSINES**, Austin, Long wheelbase Sheerline, 1951/1952, full width occasional seats, radio and heaters, selection of three from £395. (C4057)

**A&S** 1953 Austin Sheerline Saloon, black, 26,000 miles only, faultless condition throughout. (C4057)

**LIMOUSINES**, Daimler, EL24 1939, black, leather throughout, face forward seats, discs, £350. (C4057)

**A&S** 1959 all privately owned cars, exceptional condition, with histories, from £750. (C4057)

**LIMOUSINES**, Morris, 1948 14hp Taxi, sound condition, good cellulose and tyres, selection £125/£175. (C4057)

**A&S** Limousines, Packard, Super Eight Deluxe, 1939, 8-seater, partition and wide face forward occasional seats, cellulose black in exceptional condition. £495. (C4057)

**LIMOUSINES**, Rolls-Royce, 25/30hp, selection 1937/1939, all privately owned cars, exceptional condition, with histories, from £750. (C4057)

**A&S** Limousines, Rolls-Royce, Phantom II, 1932, 1931, 1936, all with face forward seats, discs, bumpers, etc. £175/£400. (C4057)

**LIMOUSINE** Specialists for over 30 years. Write or Telephone for Lists. (C4057)

**ALPE & SAUNDERS**, Ltd., Providence Court, North Audley Street, W.1. Mayfair 2941. (Near Selfridges). (C1005)

**21HP** 1937 Humber/Hillman, leather upholstery, face forward seats; exchanges, hire purchase, cash £135; also several 25hp Rolls-Royce limousines.—Lawton-Goodman, 135, Cockfield Broadway, N.W.2. Gladsstone 2286. (C2022)

**6** Austin 18s, 7-seaters, also one 27hp Austin 7-seater, also Rolls-Royce motor hearse, 25hp, low body, swept tail (1954), only done funeral work, perfect condition; prices from £200 onwards.—Kinnocks, Shiley Row Garage, Houghton, le Spring, Co. Durham. Tel. Fenehouses 125. (4110)

**Limousines Wanted**  
**A&S** Ltd., require Limousines in good condition. Highest prices for genuine cars. (C4057)

**ALPE & SAUNDERS**, Providence Court, North Audley Street, Mayfair 2941. (W1006)

**LINCOLN**  
**ON** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. (0747/R)

**MERCEDES**  
**BROOKLANDS** Retailers:—

**NEW** Mercedes 300SL sports and C saloon de luxe. Also 220A saloon de luxe. (C4057)

**BUY** or sell with confidence. Exchanges. (C4057)

**103** New Bond St., London, W.1. Mayfair 8851. (C1029)

**WOKING MOTORS**, Mercedes distributors.  
**1955** series Mercedes 300B saloon de luxe, black, red leather upholstery, only run 8,000 miles, as new; £2,650.—Maybury Hill Garage, Woking 4277-8. (C4057)

**1954** type 180 saloon, one owner, splendid throughout; £1,395.—Davies Motors, Ltd., 275, London Rd., Staines, Staines 4211/5. (C1060)

**MERCEDES-BENZ**  
**SILVERTHORNE MOTORS**, Ltd., offer:—

**1955** (Aug.) 300SL, cellulose red, beige/red interior, 9,000 miles, one owner, specially installed twin speaker radio, twin Bosch for lamps, other extras; we consider this to be the most attractive and best conditioned 300 SL available; any inspection invited; just completely serviced by makers; £3,650.—11, Fitzroy Square, W.1. Euston 7611. (C4011)

**JOHN S. TRUSCOTT**, Ltd., for Mercedes-Benz.

**ONLY** the best examples are offered; several second-hand models available; full details on request; most new models for immediate delivery, including one type 160D at pre-Budget price; our own demonstration cars are here for you to drive. (C4057)

**JOHN S. TRUSCOTT**, Ltd., for Mercedes-Benz, 173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

**BROWN'S GARAGE** (LOUGHTON), Ltd., offer:—

**1939** Mercedes-Benz 22hp drop head coupe; £195.—Brown's Garage, Ltd., High Rd., Loughton. Tel. Loughton 6282. (C1034)

**1955** (Nov.) Mercedes-Benz type 300SL, 4,000 miles, latest brakes, quite immaculate; £3,875. (C4057)

**1954** Mercedes-Benz 300 saloon de luxe, immaculate condition throughout, fitted radio; £1,395. (C4057)

**TAYLOR & CRAWLEY**, 42a, South Audley St., W.1. (Gro. 6861). (C4036)

**1955** Mercedes 300B, 10,000 miles only; £2,495.—Farnham Motor Co. Ltd., Downing St., Farnham 561. (C4057)

**1955** (April), Mercedes-Benz 300SL, 6,000 miles only grey, as new; £3,350.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. (4177)

**1955** Mercedes-Benz type 220a saloon with folding roof, 8,000 miles, maintained by us and in beautiful condition; £1,875. (C4057)

**1954** Mercedes-Benz 300 saloon power servo brakes, 18,000 miles, constantly maintained by us; £1,995. (C4057)

**TAYLOR & CRAWLEY**, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5213. (C4056/1)

**1954** Mercedes-Benz 170 Diesel, 20,000 miles, as new; £895.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1 Euston 2587. (C3001)

**GEORGE NEWMAN & Co. (B'con.)**, Ltd., sole Sussex distributors; all models available for inspection and trial, early delivery.—39-40, Old Steine, E'con 2612-4. (3697)

**MERCEDES-BENZ 300S** 1956 latest petrol-injection model, unregistered, 1,900 miles only, absolutely as new, drop head coupe, pale blue/beige leather, heater, radio, original cost £6,166; offered at £5,700.—Box 1129. (3989)

**1955** (Sept.) 220A Mercedes-Benz saloon, one owner, total mileage 5,000, colour blue and blue leather, quite as new, taxed year; £1,525.—A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (C2015)

**Mercedes-Benz Cars Wanted**  
**CASH** immediately for good Mercedes-Benz.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

**Mercedes-Benz Spares and Service**  
**MERCEDES-BENZ (GREAT BRITAIN)**, Ltd., sales, service and spares—58, Camberwell Rd., S.E.5. Tel. Reilance 7691. (0682/R)

**MERCURY**  
**ON** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. (0748/R)

**M.G.**  
**W. HAROLD PERRY**, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C5042)

**1946** with beige upholstery, many extras, including Newton Damper conversion, dual windtone horns, chrome grille, T.F. type, rear lamps and indicator, twin Lucas 70 lamps, windscreen wipers, 4 rear view mirrors, etc., a most unusually immaculate and well maintained example of this most desirable sports car; £375; our hire purchase terms are now 5% for 12 months. (C5042)

**W. HAROLD PERRY**, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C5042)

**1953** one owner TD 1250cc 2-seater sports, de-leather, lightful throughout, red, chromium, red leather, low mileage, very fast, equipped heater, fog light, hornbells, servals silencer, etc.; written guarantee; 4589gns; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Ambury Lane, Harpenden, Herts. Harpenden 116. (C2000)

**RAYMOND WAY**, East London Branch.

**RAYMOND WAY**, East London Branch.

**399** gns.—1954 M.G. 1½-litre sports racing 2-str., full works engine spec. 2 l.f. brakes, Alfin drums, low racing Dunlops, fully prepared for 1955 Club Event, 115 max., one owner; still England's easiest hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from. (4009)

**RAYMOND WAY**, 775, High Rd., Seven Kings, Tel. Seven Kings 106. (4009)

**B. J. HUNTER**, Ltd., offer:—

**1956** M.G. A series sports 2-seater, 500 guaranteed miles only; considerable savings at £925. (C2040)

**B. J. HUNTER**, Ltd., 22, Cockfield Broadway, N.W.2. Tel. Gladsstone 6305. (C2040)

**CLUBMAN AUTOS**, Ltd., offer:—

**1946** M.G. TC black two-seater sports, red leather, many extras, excellent condition throughout; £330. (C2040)

**138**—142, High St., Tooting, S.W.17. Bal. 3154. (C1065)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## M.G. PERFORMANCE CARS.

PERFORMANCE CARS, Ltd., offer an unparalleled selection of M.G.s, all carrying our 3 months' guarantee:—

M.G. A 1500cc, red, one owner, 1956; £895.

M.G. TF 1250cc, red, low mileage, 1954; £595.

M.G. TD 1250cc, green, many extras, 1953; £515.

M.G. TD 1250cc, green, 1952; £455.

M.G. TC 1250cc, red, rad.o, 1949; £395.

M.G. TC 1250cc, blue, 1948; £385.

M.G. TC 1250cc, black, many extras, 1947; £365.

M.G. TC 1250cc, red and cream, very smart, 1947; £355.

M.G. TC 1250cc, 1946; choice of 4 from £295.

M.G. TB 1250cc, 1939; choice of 2 from £275.

M.G. TA 10hp, cream, 1939; £285.

M.G. TA 10hp, green, 1938; £265.

M.G. RA 10hp, red, 1937; £255.

M.G. TA 10hp, maroon, 1937; £195.

M.G. PB 9hp 2-seater, red and cream, 1936; £225.

M.G. PA 8hp 2-seater, red, 1934; £195.

M.G. J2 8hp 2-seater, red and silver, 1935; £155.

M.G. 18hp 2-litre drop head coupe, 1937; £145.

M.G. 18hp 2-litre sports saloon, 1938; £195.

M.G. VA 1½-litre tourers, 1938; 2 from £195.

M.G.s urgently wanted, h.p. accounts settled.

IMMEDIATE h.p. and part exchanges, cars and motor cycles taken in part exchange; 9-7 week-days; 11-30 Sunday; illuminated all night.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041]

VINTAGE AUTOS, Ltd., offer:—

£295—M.G. 2.6 d/ti coupe, host of extras, 42,000 miles.

£275—M.G. 2-litre 1938 sports saloon, just extensively overhauled as new throughout.

VINTAGE AUTOS, Ltd., 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079]

H. A. SAUNDERS, Ltd., offer:—

1954 Magnette, black, red upholstery, heater, recorded mileage 12,196; £785.

H. A. SAUNDERS, Ltd., 356-342, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

CHARLES FOLLETT, Ltd., offer:—

1955 M.G. Magnette sal., colour maroon, 12,800 miles, one owner, purchased new and regularly maintained in our service station; £825.

THREE months' guarantee.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

PARADE MOTORS MITCHAM offer:

1954 M.G. PF, grey/red upholstery, fitted heater, tonneau cover, other extras; £565.

1951 M.G. TD, bronze, in superb condition; £440.

1949 M.G. TD, green/beige upholstery, fitted full tonneau, luggage carrier, etc.; £385.

1947 M.G. TC, red, fitted with many extras; £355.

1946 M.G. TC, cream and green, fitted oversize rear wheels, luggage carrier and many other extras; £325.

66-67, Monarch Parade, Mitcham. Mit. 3392/7188. [C3036]

WARWICK WRIGHT, Ltd., offer:—

1955 M.G. Magnette saloon, maroon, maroon upholstery, radio and heater, 4,000 miles; £895.

1954 M.G. Magnette saloon, grey, grey upholstery, heater, 15,000 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ALEXANDER—Laystall high-power conversions for M.G.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1049/1]

MAGNETTE, 1955, green, immaculate, as new; £830 or offer—Farnley 7893. [C4185]

M.G. 1954, excellent condition; £560—Parker, Stavely Rd., Leicester. Tel. 37882. [C3608]

1937 M.G. VA Tickford d.h.c. sound car; £175 o.n.o.—Farnborough (Hants) 2484. [C3737]

M.G. TA sports, good condition; £300 or offer—12, Warwick Rd., Exeter. [C4077]

M.G. A 1956, black, under 1,000 miles, taxed year; £900—Tel. R.P., Surrey, 2327. [C4102]

M.G. Magna F type, 1931, excellent condition, good home required—Tel. Liberty 6458. [C4083]

1953 TD2, B.R.G., immaculate; h.p. arranged; £475 o.n.o.—23, Steaford Rd., B'ham, 28. [C3552]

1956 (Feb.) M.G. Magnette saloon, genuine 1,300 miles, Ripco condition; £955.

RIPCO, Ltd. (Magnettes purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

M.G. Magnette at old price; £968/17—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [C4021]

J2 1934, black/red, recently overhauled; £155 o.n.o.; genuine reason for parting from such a good looking friend; Boston Hall Hotel, Westcliff-on-Sea, Southend 45635. [C3636]

## M.G. UNIVERSITY MOTORS, Ltd., guarantee cars always available—80, Piccadilly, W.1. Grosvenor 4141.

1931 8hp 2-seater, black, smart, reliable; £95 o.n.o. Hammerston, 45, Monmouth Close, Welling. [C396/R]

M.G. Magnette '54, black/red, one owner, 21,000; £895—Gra. 0734. Carlton Garage, Neville Rd., E.7. [C3597]

M.G. TF, cream and green, excellent condition, radio, taxed until end of year; £600—Lee Green 9946. [C4139]

M.G. Magnette, 1955, green wireless, turbo discs, 7,000 miles, £825—Bowman Garage, Weybridge 1265. [C4192]

ALEXANDER—Laystall, Lucas; super heads for M.G. A types TB to TF; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

BEARDS OF KINGSTON, M.G. specialists—Sales, spares, repairs—102, London Rd., Kingston, Tel. Kin. 3348. [C0082/R]

1955 (March) M.G. TF 1500, 4,100 miles, one owner, as new; £675—Baxter, Eden Vale, Morecambe. [C3968]

M.G. TD 1950, cream, 30,000 miles, original owner; selling; £400—25, Othngton Drive, Worthing, Swanedan 287. [C3702]

1956 (April) M.G. A sports 2-seater, as new; £920 o.n.o.—Darley Dale, Libertus Rd., Cheltenham 55969. [C4100]

M.G. Midgett 1934, excellent condition; £135—8a, Shepherds Ln., Rickmansworth. Tel. Rickmansworth 4291 after 6 p.m. [C3730]

M.G. 1939 (TA), cream, red interior, radio, demister, 18,000 miles, good condition; £240; 18,000 miles, possible—Wallington 2842. [C3575]

1940 M.G. TB, kept immaculate by enthusiast, fitted wipers, latest lighting; £280—223, Coombe Lane, Wimbledon 5861. [C3572]

M.G. 2-litre saloon, 1937, metallic grey, perfect condition, 2 spare wheels and many other spares; £100—Tel. Spe. 3064. [C4062]

695 gns.—M.G. Midgett, 1955, TF 1500 2-seater, one careful owner, small mileage, spare unused; term exchanges—Rowland Smith, below. [C4018]

335 gns.—M.G. Midgett, 1946, 11hp TC 2-seater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1939 2.6 M.G. saloon, finished in black with red upholstery, fitted radio; £225—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C4032]

M.G. 1½-litre d.h. coupe, radio and host of other extras, pre-war but only 42,000 miles; the finest in existence; £225—Worthing 5288. [C3699]

1939 1½ M.G. drop head; £195—Montrose Motors, H. Boswell, 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088]

1947 M.G. TC, in good condition, clutch reconditioned, new battery, starter, petrol pump; for quick sale £315 or offers—King, 27, Felham Rd., S.W.19. [C3941]

M.G. TF 1500cc, very good mechanically, small mileage, Lucas flowed head, very fast, luggage grid, red; £600—Miss Marshall, Kingshouse, Tisbury, Wiltshire. [C3587]

1955 (May) M.G. Magnette, green, 10,000 miles, every desirable extra, owned by fastidious business gentleman; seen by appointment; £825—2, Wick Rd., Bristol. [C3928]

1955 M.G. Magnette saloon, 3,000 miles only; £845—British & Colonial Motors, Ltd., 13-14, Upper St Martin's Lane, London, W.C.2. Temple Bar 3588. [C1027]

1938 M.G. TA 2-seater, a truly outstanding specimen in beautiful condition throughout—Bob Glynn, 189, Pavilion Rd., S.W.1. Sloane 4867 (any time) [C2098]

1938 M.G. TA, ex-team car, Laystall crankshaft, 111 rods, Laystall Lucas, head stage II, tuning, new hood, screens and tonneau cover, new shock absorbers; £245.

MILL HILL GARAGE, Edenbridge, Kent. Tel. 2162. [C3747]

£385—M.G. TC, 1949, blue, many extras, luggage carrier, aero screens, etc., reconditioned engine 5,000 miles, excellent mechanical order, good tyres; h.p. available—Howard 1990. [C4107]

1939 M.G. 1½-litre black Tickford drop head coupe, engine reconditioned, recellulosed; bargain at £195; terms, exchanges—Chelsea Cars, 363, Fulham Rd., S.W.10. Fixman 2661/2666. [C1115]

1955 M.G. Magnette saloon, showroom condition, one owner, mileage 8,500 only; £850 o.n.o.—Apply Fison & Co., Solicitors, Great Colman St., Ipswich. Tel. 4694. [C3928]

1955 Magnette, black/green, unworn, unmarked, heater, taxed year; £799 1953 TD, good condition, £465; term, exchanges—1953 TR2 wanted—Rudd, 127, Central Station, Worthing 773-4. [C3676]

£475—Very specially built M.G. TC base, second Le Mans 1950, re-built at Abingdon 1955, 100 mph plus in standard trim; superb line and beautifully maintained—G. Hall, Ltd., 302, Kings Rd., Hamersmith, W.6. Riverside 2881. [C2100]

1937-8 M.G. TA sports 2-seater, new tyres, smart, fast, good; £195; trade enquiries welcomed; terms and exchanges—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059]

M.G. TC 1947, green, windtones, Brooklands wheel, luggage grid, Lucas spotlight, recent overhaul, immaculate condition; nearest to £360—Brian Palmer, Narborough Road Nurseries, Narborough, Leicester. Tel. Narborough 3323. [C3768]

TB 1940, Glasgow, TC engine, Newton telehydraulics, 6th wheel, lavish, punctilious maintenance, mechanically reconditioned throughout, loose covers, new battery, good tyres, underseated, laid up several years; veteran "16" owner; £275 o.n.o.—Box 0932.

REALLY good M.G. wanted—Cobb, 10, Brynston Mansions, Wyndham Place, London, W.1. TW1085

## M.G. Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SLOCUMBES, Ltd.

WE urgently require M.G.s of all models since 1933. Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017]

ALMOST new M.G. required immediately—Morley, 76, Cambridge Rd., Kingston. Kingston 8895. [W3016/R]

UNIVERSITY MOTORS, Ltd., purchase good used M.G. 1½ saloons and TF midgets.—80, Piccadilly, W.1. Grosvenor 4141. [C4028]

CASH immediately for: good M.G.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. 4445 ham 0012. [W2003]

CNK MOTORS urgently require M.G.s; particularly VA, TA, TB, and TC models.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1018]

URGENTLY required, 1947-56 M.G. saloons and 2-seaters—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C3968]

M.G. Spares and Service

TOULMIN MOTORS,

OFFICIAL stockists,

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [C0349/R]

W. JACOBS & SON, Ltd.,

SPECIALISTS in M.G. spares and repairs.

W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wansstead 7783-4-5. [C4055]

LARGEST and quickest spares service in the South of England.—Hevens Garage, Ltd., Reading. Tel. 4445. [C0208]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [C0505/R]

M.G. spares, most parts in stock for all models 1938 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service; c.o.d. and guaranteed workmanship in all our repairs—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3083. [C0433/R]

MORGAN

TR2 Morgan; £450 o.n.o.—Box 1141. [C4117]

1953 Morgan 2-seater, red and black, immaculate, low mileage, 2nd car usage; £460—Stirling, The Moorings, Parkgate, Neston. Tel. 347. [C4066]

MORGAN Plus 4, Vanguard engine, excellent condition; hire purchase or exchange; £400—Buckland Body Works, Ltd., Buntingford, Herts. Tel. Buntingford 87. [C3753]

MORGAN Plus 4 1952, 28,000 miles, grey, in good condition. £400 o.n.o.; consider exchange v.w. de luxe, 1954-5, cash adjustment—C. Milner, 12, Ebenezer Place, Bramley, Leeds. Tel. 1408 658907. [C4088]

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SLOCUMBES, Ltd.

WE urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017]

PLUS 4 TR2 Morgan required by private buyer; any distance.—Leeds 664644. [C3381]

WANTED, Morgan Plus 4 two seater 51/52, excellent condition—Collingridge, Shoelands, Haslemere, Tel. 127. [C3697]

BASIL ROY, Ltd., require Plus 4 models for cash or part exchange for any makes.—161, Gt. Portland St., W.1. Langham 7733. [C4090]

MORGAN Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [C0514/R]

MORRIS MINOR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1954 (Nov.) Morris Minor de luxe 4-door saloon, black with red upholstery, recorded mileage 17,500 approximately, heater, spare unused, immaculate throughout; 519 gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Road, Kilburn, N.W.6. Tel. 8044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

SLOCUMBES, Ltd.

1954 Morris Minor, grey, 2-door saloon, well-maintained example, fitted heater; £455, unique guarantee; terms, part exchanges; cars or motor cycles.—39-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS MINOR

H. A. SAUNDERS, Ltd., offer:

**1955** Minor 2-door de luxe, green/green upholstery heater, recorded mileage 7,546; £565.  
H. A. SAUNDERS, Ltd., 836/842, High Rd., North Finchley, N.12. Billside 5272 (8 lines). [C4092]

GLANFIELD LAWRENCE offer:

**1954** Morris Minor 2-door de luxe saloon, black, one owner, very low mileage, extras; £435.  
307, High Rd., N.12. Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer:

**1954** (December) Morris Minor 2-door saloon, blue, red upholstery, heater, 5,000 miles; £525.  
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

SEYMOUR &amp; CLEMENTS, Ltd., offer:

**1954** Minor 4-door de luxe, heater, etc., one owner, grey and red, as new; £525.  
Minor Traveller's, black and red, unmarked, new condition; £540.-38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

**COOMBS & SONS (GUILDFORD), Ltd., offer:**  
MORRIS Minor convertible, full de luxe model, dark grey with red leather trim, heater, 1954, one owner car, low mileage; £475.

**COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Guildford 6207-8-9.** [C10157]

**1952** Morris Minor, overdrive, immaculate; £435.  
**1952** Morris Minor 2-door saloon, recent o/h.; £425.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.4. Tel. Colindale 3185. [C3095]

**ALEXANDER, Laystall high-power conversions for Morris Minor.**  
AMAZINGLY improved performance and economy; send for data sheets and road tests.

**ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345.** [C1094]

**1953** Morris Minor 2-door saloon, black with red interior, fitted heater; £425.  
FERRARIS (CRICKLEWOOD), Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

**1955** Morris Minor 4-door saloon, one owner, 18,000 miles, heater, guaranteed; £515.  
THE BUCKS MOTOR Co., Ltd., Station Garage, Aylesbury 164-5. [C4136]

**1954** (May) Morris Minor Traveller, 14,000 miles, heater; £560.—Western 3763. [3765]

**1955** Minor 2-door de luxe saloon, 4,000 miles, grey, underseals; £535.—Ealing 6217. [3609]

**1954** de luxe Morris Minor Traveller; £540, offers.—Bradshaw, 29, Thrift Green, Brentwood. [4073]

**1952** Morris Minor tourer, grey, 35,000 miles, immaculate; £545.—Tel. Lee Green 1748. [4084]

**JULY 1954** Morris Minor 2-door saloon, perfect condition; £480.—Hoddy, 79, Mount Pleasant, N.17. [3961]

**1955** Morris Minor de luxe blue-grey saloon, 10,000 miles, one owner; £525 taxed.—Rickmansworth 4341. [3921]

**1955** Morris Minor convertible, 14,000 miles, grey/red heater; £495.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]

**£375**—Minor convertible, 1951, black, heater, excellent condition; terms, exchanges, Ferriale C530. [4044]

**1951** Minor 2-door saloon, black, one owner, excellent condition; £380.—Seed, 20, Granville Rd., Walmer, Kent. [3562]

**1952** Morris Minor tourer, 1/h drive, excellent condition, one owner, going abroad; 35,000 miles.—Tel. Tadworth 253. [3728]

**NOV., 1954** Morris Minor, 14,000 miles, black with red upholstery, very clean car, one owner; £495.—John Trigg, Ltd., Portsmouth Rd., Esher 2558. [C4086]

**1955** (May) Morris Minor Traveller de luxe, 7,500 miles, excellent condition throughout; £595.—Tel. Park 2224 evenings. [3926]

**1952** Morris Minor convertible, black, fine order; £385.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

**1955** Morris Minor 2-door de luxe saloon, grey; £555.—F. L. Cranmore, Ltd., Potters Bar 2040. [3696]

**1954** (Oct.) Minor saloon, black, one owner, 11,000 miles; £475.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. [C1097]

**MINOR 1951** model convertible, black, heater, extras, record mileage 24,500, fine condition; £345 minimum.—Emberbrook 5722. [3696]

**1954** Morris Minor 2-door de luxe, black, one owner, 13,000 miles, extras; £475.—Selby, 10, Hurst Ave., Chingford, London. [3554]

**1954** Morris Minor Traveller's de luxe, 11,000 miles.—Sidley, 25, Sloane St., S.W.1. Tel. Belgrave 7721. [C3006]

**1952** (June) Morris Minor convertible, green, exceptional condition; £420.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

**1955** (October) Morris Minor convertible de luxe, heater, overriders, etc., genuine 2,400 miles, as new; £555.—6, Princes St., Dunstable. [3511]

**1955** Morris Minor saloon, black, red upholstery, loose covers, many extras, absolutely spotless underneath, inside and out; £530.—Hainsault 2892. [3696]

**1954** Morris Minor convertible, black, red leather, one owner, moderate mileage, guaranteed; £465.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

**MORRIS Minor 4-door** de luxe saloon, immaculate showroom condition, almost as new, A.A. inspection invited, no dealers.—Ring Putney 4834 after 6.30 p.m. [3940]

**1951** Minor convertible, 24,000 miles only, one meticulous owner; £365.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Watford 4407/2643. [C2057]

## MORRIS MINOR

**1954** Morris Minor 2-door de luxe saloon, one owner, 11,000 miles, screen washers, radio, seat covers, colour green; £495.—12, Gorse Rd., Wilmslow, Tel. 4020. [4111]

**1955** (late) Morris Minor de luxe saloon, beige with red upholstery, as new, 3,000 miles, taxed; £590.—A. H. Turner, Ltd., Markham Moor, Retford, Notts, Tel. Luford 215. [4037]

**1955** (July) Morris Minor Traveller's de luxe, 12,000 miles only, as new; £635.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085]

**1955** (June) Morris Travellers, one owner, 5,700 miles, overriders, spare unused, Ace Rim bellshers, spot light, fire extinguisher, vehicle changed hands at works mileage; £555.—Kensington High St., W.8. J. Western 7181. 215, Brompton Rd., S.W.3. Kni 4215. [C1069]

**PRIDE & CLARKE, Ltd., 1954** Morris Minor saloons, low mileage, from £495. 1952, heater, 1949; 1945; £539; 1955 convertible, £419; 1952, £379.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

**1955** Morris Minor convertible de luxe, grey, one owner, 14,000 mls.; £485.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3967]

**1955** Morris Minor Traveller's car, green with green interior, full de luxe model, one careful owner; £625.—Belle Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

**1955** Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guaranteed, prices from £545.—Lankaster Engineering Co., Ltd., 39-45, Eden St., Kingston. Kin. 5151-6. [C0046/R]

**1950** Morris Minor 2-door saloon, special metallic grey, really good condition throughout; £365, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Baywater 4274. [C4035]

**1955** (Nov. '54) Morris Minor de luxe saloon, Clarendon grey, red interior, heater, 9,000 miles; £520.—R. S. Currie and Co., Ltd., 105, Westbourne Grove, Baywater, W.2. Baywater 0065. [C1095]

**325 gns.**—Morris Minor, September 1949, tourer, grey, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1951** Morris Minor 4-door saloon, heater, leather, exceptional throughout; £415; trade enquiries welcomed; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8604. [C3069]

**1954** Morris Minor 2-door saloon, guaranteed, £465; also 1955 Morris Minor Travellers van, guaranteed, £465; terms and exchanges.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 4004 and 5968. [C3034]

**EXCELLENT 1950** tourer, recent engine overhaul, heater, screwwash 4 new Dunlops, new battery, brakes relined; very carefully used and run on special oils; £540.—Bladon, 19a, East Heath Rd., N.W.3. Swiss Cottage 2961. [3608]

**1951** Morris Minor 2-door saloon, black, superb condition throughout, factory reconditioned engine, radio, heater, hydraulic jacking, very many extras; £450; s.a.e. for specification.—Vandell House, Odham, Hants. Tel. Odham 173. [3550]

## Morris Minor Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**A** LMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8693. [W3016/R]

**R** EALLY good Morris Minor wanted.—Cobb, 10, Brynston Mansions, Wyndham Place, London, W.1. [W1086]

**CNK** MOTORS are good buyers of Morris Minor convertibles.—353 Finchley Rd., N.W.3. Hampstead 5712. [W1052]

**1954** onwards Morris Minor Travellers car wanted Lane, N.W.6. Hampstead 6490 [W1024]

## MORRIS EIGHT

**S.G.A. MOTORS (KENSINGTON), Ltd., offer:**  
**1947** 2-door saloon, one owner, reconditioned engine just fitted; £285.

**1939** 2-door saloon, choice of 3 from £165.  
**1939** 4-seater tourer, choice of 4 from £150.

**1938** 4-seater tourer; £135.  
**1937** saloon; £75.

**A** ND other saloons and tourers in stock.  
**E** VERY car is thoroughly checked in our workshop and guaranteed for three months.

**T** ERMS and exchanges.  
**S.G.A. MOTORS**, Morris 8 Specialists, 13 & 14, Albion Street, off Cromwell Rd., S.W.7 (3 mins Gloucester Rd. Tube). Western 5208. [C4063]

**SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:**  
**1939** Morris 8 series 8 tourer; £185.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**145 gns.**—Morris 8 1938 tourer, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**£275**—1946 model Morris series E saloon, black with brown seat, excellent condition and appearance.—Makin and Harrison Motors, Ltd., 492-496, High Rd., Chiswick, W.4. Chiswick 0558. [C3071]

**1939** series E tourer, black, red p.v.c. hood, upholstery recent reconditioned engine and transmission, excellent; £150 s.a.e.—7, Gramere Close, Horseshoe Lane, Merrow, Guildford. [3727]

**Morris Eight Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS TEN

**1947** Morris 10 saloon, black, brown leather, exceptional condition, sun roof; £325.—Hillwood Motors, Mill Hill (London) 6226. [3802]

**Morris Ten Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS COWLEY

**1955** Morris Cowley saloon, 30,000 miles, one owner, heater, guaranteed; £585.  
**THE BUCKS MOTOR Co., Ltd., Station Garage, Aylesbury 164-5.** [4136]

**1954** Morris Cowley saloon, fitted heater, one owner, mileage 17,000; £565.—Abbotts Garage, Ltd., Earl's Barton 341, Northants. [4017]

**1956** (Feb.) Cowley, one owner, 700 miles, black/new 5280; £685.  
**J. DAVY, Ltd., 180/4, Kensington High St., W.8. J. Western 7181. 215, Brompton Rd., S.W.3. Kni 4215.** [C1069]

**1955** Morris Cowley, black with red interior, fitted heater, 4,000 miles, unmarked; £635.  
—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082]

## MORRIS OXFORD

**BOON & PORTER, Ltd.**  
**1953** (Nov.) Oxford saloon, black, red leather upholstery, one owner, heater, 23,500 miles, exceptional condition; £475.

**CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444.** [C1022]

**C** ENTRAL GARAGE (CROYDON), Ltd., offer:—  
**1955** Morris Oxford saloon, grey, one owner, 8,000 miles, new condition; £660.

**FELL Rd., Croydon. Tel. Croydon 7464.** [C1098]

**ALEXANDER, Laystall high-power conversions for Morris Oxford.**  
**AMAZINGLY improved performance and economy; send for data sheets and road tests.**

**ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345.** [C1094]

**1953** Morris Oxford, black, first-class throughout; £490.—Belcher, 490.—Belcher, 490.—Belcher, 490.

**1951** Morris Oxford, black, one owner; £385.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

**1955** Morris Oxford saloon, black, low mileage, present price new £584; £625.

**STEELE GRIFFITHS, London, S.E.5. Rodney 2201-6; Brixton 7354; Hounslow 4606.** [4163]

**1951** Oxford, black, heater, leather, taxed; £470.—38, Connaught Ave., Grays, Essex. [3550]

**£444**!!!—1951 Morris Oxford de luxe saloon, in perfect condition, choice 2.

**L** AMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6322. [C2052]

**1955** Morris Oxford saloon, black, heater, 16,000, really first-class condition, 3 months' guarantee; £595.—Chain Garage, Hanger Lane, W.5. [C1043]

**1956** Morris Oxford estate car, delivery mileage; £865, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

**1951** Morris Oxford saloon, grey, brown interior, one owner, heater, first-class condition; £445.—Hillwood Motors, Mill Hill (London) 4232. [3805]

**1956** Morris Oxford, 1,000 miles only, fitted numerous extras, taxed year, must sell, family reasons; £805.—Tel. Luton (Beds) 1053, 9 a.m.-6 p.m. [3549]

**1954** Morris Oxford Series 2 saloon, black with maroon upholstery, fitted heater; £585.—University Motors, Ltd., 80, Finsbury, W.1. Grosvenor 4141. [9035]

**1953** Morris Oxford, black/red, seat covers, one owner, low mileage, exceptional condition throughout; £495; exchanges.—Naylor & Root, Ltd., Clapham Junction, S.W.11. Battersea 2252. [C3022]

**£665**!!!—1955 Oxford saloon, black, red leather, heater, 6,000 miles only, one owner, unmarked throughout.—G. S. Hall, Ltd., 302-6, Kings St., Hammersmith, W.6. Riverside 2861. [C1800]

**£665**!!!—1955 Oxford saloon, black, red leather, heater, 6,000 miles only, one owner, unmarked throughout.—Broadway Motors, Hanworth Rd., Hounslow, Middlesex. Hou. 0175/9308. [C3115]

**MORRIS Oxford saloon (June), 1955**, low mileage, absolutely as new, one owner, fitted heater, radio, etc., leather upholstery; £690; terms and exchanges.—West London Motors, 205-209, Fulham Palace Rd., W.6. Ful. 0069. [3796]

**1953** Morris Oxford, Clarendon grey, one owner, beautifully maintained, very low mileage, fitted heater, taxed year; £475.—Coles Garages, Ltd., 12, Worpole Rd., S.W.13. Wimbledon 0195 and 13/16. Castle Parade, Ewell 2393. [C1054]

**Morris Oxford Cars Wanted**  
**GARDNER & Co. (HENDON),** will buy your Morris Oxford.—Sunny Hill 3559 and 0030. [W2074]

**A** LMOST new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8693. [W3016/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS ISIS

**WARWICK WRIGHT, Ltd., offer:**  
**1955** Morris Isis saloon, black, red upholstery, 7,000 miles; heater; £695.

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.** [C4045]

**K.D.M. & CHERRINGTON, Ltd., offer 1955** (Sept.) Isis de luxe saloon, black and red, under 5,000 miles; B.M.C. warranty; £760.—9, Albemarle St., W.1. Grosvenor 5551. [C2054]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS ISIS

WESSEX MOTORS, New St., Salisbury.  
**1956** Morris Isis de luxe saloon, Clarendon grey with maroon leather, immaculate condition; no other large car offers such exceptional value for money. £575.  
**TELEPHONE** Mr. Gray, Salisbury 3275. [C4087]

## MORRIS MISCELLANEOUS

**A**ld old prices: Morris Cowley, £743/17; Morris Oxford, £788/17/-; and Isis de luxe—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [4022]

## Morris Miscellaneous Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**M**ARSTON MOTOR CO. for your Morris.—Tel. Sta. 6000.—Seven Sisters Rd., Tottenham, N.15. [C1009/R]

**C**ASH immediately for good Morris.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

## Morris Spares and Service

**M**ORRIS, the official stockists, for spares, service and repairs.  
**TEL** Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [C1009/R]

**M**ORRIS genuine spares and special service in the West End. Tel. Mus. 1932. [C0917/R]

**S** MORRIS & Co., Cleveland Garage, Cleveland St., W.1. Tel. Mus. 1932. [C0342/R]

**F**OR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0981). [4071]

**B**ARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service, 309, Balham High Rd., S.W.12. [C0521/R]

**R** HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [C0565/R]

## NASH

**N**ASH Rambler shooting brake, new May 1951, one owner, excellent condition, radio, heater, etc. 28mpg; £650 o.n.o.—Box 1128. [3990]

## OLDSMOBILE

**P**ANTILES SERVICE GARAGE, Ltd., Guildford. Tel. 4326.  
**1947** (July) Oldsmobile Rocket saloon, heater, r.h. drive, first-class condition; £395. [C3035]

**1953** Oldsmobile Rocket 98, power steering, electronic eye, radio, heater, absolutely as new. [C3016]

**SCOTT** CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

## Opel Spares and Service

**L**ANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.  
**A** FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C0513/R]

**P**RIDE & CLARKE, Ltd., Opel stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [C3068/R]

## PACKARD

**1951** Packard r.h.d., automatic drive; £295.  
**1939** Packard 9, only 8,000 miles since recent overhaul of 1950, H.M.V. radio and heater; £350.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

## Packard Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**L**ONARD WILLIAMS & Co., Ltd.  
**P**ACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C0191/R]

**J**OE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W1028]

## Packard Spares and Service

**J**OE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

**L**ONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C0489/R]

## PANHARD

**D**YNA 1952 (registered 1951) 750cc 4-seater cabriolet, r.h.d., attractive, fast, economical; £435; terms, exchange.—T. and F., 10, Winchester Mews, N.W.3. Primrose 2647. [3111]

## PEUGEOT

**B. J. HUNTER, Ltd.**  
**1955** Peugeot 203 saloon, very economical, fitted overdrive; £795.—22-26, Crickwood Broadway, N.W.3. Glia. 6305-4. [C2040]

**1955** (Nov.) Peugeot latest type 203 saloon, black, 4,500 miles only, several extras, next-to-new throughout; cost almost £1,000; unusually good value for £765; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035]

## PLYMOUTH

**S**IMPSON'S offer:—  
**1953** Plymouth shooting brake, r. and b., signals, 6 passenger cream and grey.  
**1951** Plymouth convertible, r. and b., all extras. [C4015]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), 345, High Rd., Wembley 8891/3903. [C4015]

**1948** Plymouth de luxe, radio, heater, all extras, excellent condition; £325 o.n.o.; seen after 6 p.m.—31, Cophall Ave., E.C.2. [3977]

## PONTIAC

**P**ONTIAC Chieftain saloon, registered '53; here is a really magnificent American saloon with every extra, including radio, heater, loose covers, demisters, driving compass, extra corner overriders back and front white sidewall tyres, full Hydramatic drive; the condition of this vehicle is really outstanding and must be seen; the owner will agree and pay for any A.A. and R.A.C. inspection; delivery free of charge anywhere in Great Britain; a real opportunity; £925.—Putney 2770. [C3088]

**P**ontiac Spares and Service  
**F**OR Pontiac spares and Pontiac service.  
**U.S. CONCESSIONAIRES, Ltd.**, Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4. [C0617/R]

**S**OLE distributors Great Britain for Pontiac cars and Pontiac parts.

## PORSCHE

**A**CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—  
**1955-6** Porsche 1600 cabriolet, ivory, black hood, radio, many extras, mileage under 5,000, one owner, passed by works, as new; £1,895; marimum h.p. [C1001]

**C**OLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [C0629/R]

## RACING CARS

**C**OOPER-ALTA 2-litre, fully modified, large brakes, fuel injection, ready to race, could convert to 2,500cc or 1,500cc or 1,000cc o.n.o. [C3099]

**T**HE Onslow Motor Co., Ltd., 28, Onslow St., Guildford, Surrey. Tel. 6722-8. [C3099]

**L**EA-FRANCIS 1½-litre sports, racing engine and gear box, only 8,000 miles, specially tuned by professional; nearest offer £200. [C3645]

**H**ILL, Rose Cottage, Duke St., Wednesfield, Wolverhampton, 31802. [C3645]

**R**USSELL'S GARAGE (SURBITON), Ltd., of Surbiton (Tel. Elmbridge 3348) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. [C0621/R]

**A**NTHONY CROOK'S Cooper-Bristol sports racing car; this famous car has won numerous events and established lap records at most courses in the country; overhauled and ready to race; £1,850.—Sales: High St., Esher, Surrey. Tel. 4580. Service: The Roundabout, Hershham. Tel. Walton-on-Thames 687. [C1063]

## Racing Cars Wanted

**W**ANTED, E.R.A.-type Armstrong Siddeley gear box, condition either first class or capable of being reconditioned.—All details, please, to Box 1094. [3580]

## RAILTON

**R**AILTON 10hp drop head, 1938, recent £48 respray; genuine bargain at £155.—Elliot's of Bideford, Tel. 744, Devon. [C3892]

**S**UPERB Railton Fairmile coupe, new tyres, hood, paintwork, over 20 mpg at speed; bargain, £195.—Tel. Kensington 0050. [3525]

## Railton Cars Wanted

**C**ASH immediately for good Railton.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

**G**OOD Railton required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

## RENAULT

**R**ENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [C0421/R]

**S**LOCOMBES, Ltd.  
**1953** (September) Renault 750, beautifully maintained, one owner; £425; unique guarantee; terms, part exchange; cars of motor cycles.—Slocumbes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017]

**475** miles only, Renault Frigate saloon; £375.—Tide-way 2908. [C3084]

**R**ENAULT 1955 750, roof rack, extras; £499.—81 Bushey Mill Lane, W.10. [C4070]

**1954** (August) Renault 750 saloon, one owner, 15,000 miles, R.A.C. exam.—11, Ferryhead, Prestwich, Manchester. Prestwich 2057. [C2082]

**1955** Renault Frigate, genuine 11,000 miles, blue/red leather, one owner, as new; £795.—Aikinsons, Lee Green, 1647. [C4167]

**W**ELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873. Est. 1909, offer:—  
**1956** 750 de luxe saloon, Ferlic clutch, screen washers, extras, taxed December; £635.  
**1954-5** 750 de luxe saloon, grey, taxed, extras; £465. [C4070]

**1954** Renault Frigate, all extras, sun roof, radio, whitewall tyres, two colours, etc., one owner, £695; exchanges.—Harold Webb Motors, Ltd., Hornchurch Rd., Hornchurch. Tel. Hornchurch 8981-2. [C3657]

**S**OUTHPORT.—1955 Renault 750 saloon, heater, grey, 6,000 miles, as new; £515. New 1956 de luxe, sun roof, whitewall tyres, green, in stock for immediate delivery at list. Terms and exchanges.—Life's Motors, Ltd. (Renault Agents), West St., Southport 3774. [3882]

**A**RE you learning to drive? If so, have you driven a Renault 750 with a Ferlic clutch? It makes driving child's play.—Martin Vaughan Motor Co., Ltd., will gladly give you the opportunity of driving one of these amazing cars anywhere in the London district. Tel. Rav. 2391. [4007]

**R**ENAULT 8hp Utility, grey with grey leather interior, new and unregistered, delivered September, 1955, 47 m.p.g., total mileage under 300; 6 months' maker's guarantee; list price £688; offered at £665; a snip; h.p. terms and exchanges.—Martin Vaughan Motor Co., Ltd., Rav. 2391. [4006]

**R**ENAULT Frigate Amiral, new and unregistered, delivered October 1955, total mileage under 300, black with grey leather interior, 28 m.p.g., full Renault 6-months' guarantee; to-day's list price £1,255; offered at £1,055; a real bargain; terms and exchanges.—Martin Vaughan Motor Co., Ltd., Rav. 2391. [4005]

**Renault Cars Wanted**  
**W**ELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [W4070/R]

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**G**LANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [C0911/R]

## RILEY

**N**EWNHAMS, Ltd.  
**1947** Riley 2½-litre saloon, excellent condition; £365.  
**N**EWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024]

**J. JAMES (LONDON), Ltd.**  
**1955** Pathfinder, maroon, beige upholstery; £1,075.  
**1955** Pathfinder, blue, grey upholstery, 9,500 miles; £1,095.  
**R**ILEY CARS, 55 and 56, Pall Mall, S.W.1. Tel. Tra. 7311. [C1466]

**R**USSELL MOTORS offer:—  
**1955** (model) Riley Pathfinder, 16,000 miles, fitted sunroof, radiator blind and other extras; £995.  
**R**USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

**R** & F. GRADWELL, Ltd., offer:—  
**1953** (July) Riley 2½-litre R.M.F. Series saloon, black, biscuit leather, one owner, guaranteed 17,000 miles only, fitted heater, taxed year; a beautifully cared for car in superb condition most reasonably priced at £725.—Reliance Garage, Waterloo Rd., Blackpool 42023-9. [3617]

**B**OON & PORTER, Ltd., distributors.  
**1955** Pathfinder, black, green leather, bucket seats, 3,500 miles, as new; £1,095.  
**1955** (July) Pathfinder, black, green leather, bucket seats, 8,400 miles, unscratched; £1,050.  
**C**ASTELNAU, S.W.13 (Hammersmith Bridge), Rivet 4444. [C1022]

**G**ORDON & GLYNN (The Riley Centre).  
**T**HE specialists who deal exclusively in pre-war Rileys.  
**£285**—Imp 9hp 2-seater.  
**£255**—Kestrel 2½-litre.  
**£175**—Kestrel 1½-litre.  
**£135**—Kestrel 9hp; choice of 2.  
**£95**—Monaco 9hp saloons; choice of 3.  
**H**.P. terms and exchanges.  
**R**EPAIRS and service for Rileys only.  
**G**ORDON & GLYNN 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Sq. Tube).—Sloane 8326. [C2075]

**C**LARKE & SIMPSON, Ltd., Riley sales and service, offer:—  
**1953** (November) 2½-litre saloon, silver streak, red leather, radio, heater, one owner; £775.  
**1953** (November, 1952) 2½-litre saloon, black, brown leather, screen washers; £735.  
**1953** (May) 1½-litre saloon, green, green leather, air conditioning; £775.  
**1949** 1½-litre saloon, black, beige leather, outstanding order throughout; £425.  
**1947** (November) 1½-litre saloon, sun bronze, red leather, engine rebored, one owner; £425.  
**Y**OU will always do better by making personal contact with Mr. Clarke or Mr. Simpson, 49, Sloane Sq., London, S.W.1. Sloane 4721. [C1048]

**1954** (Oct.) Riley 1½-litre saloon, black, one owner, 16,000 miles; £745.  
**J**OHN C. BRADLE, Ltd., Spital St., Dartford. Tel. 3067 (4 lines). [C3619]

**R**ILEY Adelphi 1937, 15/6, showroom condition; £225.—Derwent 2091. [C4188]

**1949** Riley 1½ saloon, condition as new; £449.—Hutton Cross Garage, Feltham 2176. [C2092]

**1950** Riley 2½-litre saloon, black, heater, radio, excellent order; £500.—Box 1142. [C4118]

**1953** (July) Riley 1½-litre saloon, black, one owner, 27,400 miles; £645.  
**J**OHN C. BRADLE, Ltd., Spital St., Dartford. Tel. 3067 (4 lines). [C3620]

**R**ILEY 1943 model 2½, green, excellent; £335; £195 change smaller h.p.—Luton 4999. [3391]

**1947** Riley 1½-litre 4-door saloon, black/brown leather interior, one owner model; £375.  
**P**ARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton. 4080. [C3082]

**1956** Riley Pathfinder saloon, genuine 2,600 miles only, radio, Ripco condition; £1,250.  
**1955** 1½-litre saloon, radio, heater, one owner, 10,000 miles, Ripco condition; £975.  
**R**IPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3080]

**R**ILEY 1½ Kestrel, has been described as one of the best maintained pre-war cars; £200.—Caterham 3763. [3639]

**R**ILEY Lynx 1936 1½-litre cream tourer; £110 o.n.o.—Melhuish, "The Flat," High St., Bracknell 791. [3649]

**£295**!!! Riley 1½-litre drop head foursome coupe, 1936 model, but in post-war condition, rare LAMBS OF WOOD GREEN (established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2622]

**R**ILEY Kestrel 12/6, recent overhaul, admirable R for enthusiast; £75.—7, Oakhurst Gardens, East Grinstead. [3854]

**1937** Kestrel 15/6, very well maintained, good oil pressure, low consumption, 25-27mpg; £105. —Tel. Fimberbrook 4983. [4076]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RILEY

1934 9hp. preselector, new Cromard liners, bearings; unusually good condition; £145. Hayes 2973. [4104]

1936 Riley Adelphi 15/6 saloon, immaculate condition; £200.—Cambridge, 20, Leonard Ave., Morden, Surrey. Milt. 6373. [3766]

1937 Riley 21H special series Falcon saloon; £195.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071]

RILEY 1939, 16hp, radio, built-in jacks, auto-lubrication, everything, beautiful condition; £295 o.n.o.—Long, 4, Court Farm, Pembrey, Carmar. 13741

A DELPHI 1½-litre, 1937, in excellent condition, black spot lamps; exchange for 2-seater, or offers.—Hold, 1, Sandringham Rd., Willesden, N.W.2. [5365]

1937 Falcon 12hp saloon, black/blue leather, new battery, taxed, 1956; £140.—Write, Bradford, 45, Haslemere Ave., East Barnet, Herts. [3567]

1951 (reg. 1953) 2½ saloon, radio, seat covers, attractive car; £440; terms, exchange; Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [C4100]

MAYFAIR COUNTRY CARS.—A selection of Rileys in superb condition; see panel advertisement under car bargains; 7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3006]

1955 Riley 1½-litre, powder blue, grey upholstery, 5,000 miles only, purchased and driven by myself, unmarked; £295.—Wilkes, Manager, Regent Hotel, Cheltenham. [3935]

1952 2½-litre saloon, radio, heater, one owner, black, recorded mileage 27,000; £595; terms, exchange;—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

1955 Riley Pathfinder, duo-grey, red upholstery, 13,000 miles, one owner, many extras, exceptional condition; £1,075.—Saul & Slater, Ltd., 44-46, Aldermans Rd., N.15, Fox Lane 1066. [C4062]

1938 Riley Victor saloon; this car has had one owner since new in 1938; only moderate mileage since complete overhaul, excellent condition throughout, taxed to end of year; £205.—H. W. Allen, Sturry Motor Co., Ltd., Sturry Rd., Canterbury. Tel. Canterbury 5624. [3619]

1938 Riley Monaco saloon 1,100cc, twin carbs., overdrive, excellent condition, two owners; £235.—Apply D. Talbot, 23, Barnmead Rd., Beckenham, Kent. [3852]

1954 (Sept.) Pathfinder, with sun roof, heater, whitewall tyres, one owner, immaculate; £550.—Tolworth Motors, Ltd., Kingston By-Post, Tolworth, Elmbridge. [3984]

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [0445/R]

1949 Sports Roadster Riley 2½-litre, 2-seater and dicky; reconditioned engine, excellent order; £395.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050]

EX-ROYALTY Riley 2½-litre roadster, virtually brand new, 315 negligible use, mileage 9,000 special original paintwork, hood, 7-ply tyres, registration number, etc., intact radio screenwasher; £575.—Box 1117. [3984]

ROSE & YOUNG, Ltd., offer: 1954 (September) Riley 1½-litre saloon, one owner, low mileage, as new, black; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute Streatham Hill Station.) Tulse Hill 6464. [C4007]

TANKARD & SMITH, Ltd., offer: 1946 Riley 1½-litre saloon, black/brown leather, radio, recently fitted reconditioned engine, excellent condition; £395; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Finsman 4001. [C4002]

RILEY Lynx 1½-litre, special series, 1936, engine gear box, chassis, steering, dynamo, battery, tyres, cellulose, reconditioned throughout last year, probably finest specimen in country; £200.—19, Colgate, South Warrimour, Hastings. [3735]

1953 (March) Riley 1½-litre saloon, bronze, with maroon leather, taxed year, in really good condition (paintwork shaded in 2 places) otherwise really good car; £550; no offers; terms.—Simms Motors, 11, Bennett Rd., Higher Crumpsall, Manchester, 8, Tel. Chetham Hill 1924. [4173]

## Riley Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1950-1 Riley 1½-litre or Healey/Abbott Tickford d.h.c. cash.—Gladstone 8936. [0098]

ALMOST new Riley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W5016/R]

CASH immediately for good Riley.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

YOU will always do better by making personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4747. [C1048]

URGENTLY required, 1947-56 Riley 1½-litre saloons. Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3970]

## Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246]

ARCO ENGINEERING, Ltd.—Pre-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [C0398/R]

CLARKE & SIMPSON, Ltd., offer service and repair facilities by factory-trained mechanics.—73, Cadogan Lane, London, S.W.1. Sloane 4017. [81048]

EFFICIENT repairs! Immediate attention given. Leaf boxes (inc. overdrive); seat covers, £5/10; trade discount; cars bought, sold.—T. & P., 10, Winchester Mews, N.W.3. Pri. 2647. [84100]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [C092/R]

## Riley Spares and Service

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0969/R]

## ROLLS-ROYCE

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list

JACK BARCLAY, Ltd., Berkeley Sq., May, 7444 (open until 7 p.m.). [C1032/R]

CAR MART, Ltd.

1955 Rolls-Royce Silver Dawn sports saloon, sliding head, radio, heater, automatic gear box, finished in green with beige upholstery; £4,250.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 5434. [C1039]

CAR MART, Ltd.

1952 Rolls-Royce Silver Wraith James Young 4-light saloon, radio, heater, passed manufacturer, finished in black and grey with grey upholstery; £3,750.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 5434. [C1039/1]

CAR MART, Ltd.

1938 Rolls-Royce 75/30 Barker 4-light saloon, sliding head, finished in black and green with green upholstery; £725.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 5434. [C1039, 2]

P.B. Ltd., offer:—

1935 20/25hp semi razor-edged sports saloon with division by Freestone & Webb, 5,500 miles since major chassis overhaul.

1934 20/25hp Barker owner-driver saloon, recent complete overhaul by Rolls-Royce.

1933 20/25hp Hooper sports saloon, beautiful condition and excellent history.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033]

H. H. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1955 Silver Dawn sports saloon, with coachwork by James Young, finished in 2 shades of metallic bronze with brown hide upholstery; 11,698 miles, immaculate condition throughout; £5,500.

1950 2-door drop head coupe, with coachwork by H. J. Mulliner, finished in black, with brown hide upholstery, 26,671 miles, fitted with many special extras, an immaculate car; £4,250.

WE are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.

H. H. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9069. [C3032]

JACQUIER, Ltd., offer:—

1938 Phantom III Windover saloon, grey, numerous extras, exceptionally commodious; £850.

1933 20/25 Thripp and Maberly 4-door owner-driver saloon with boot, engine recently overhauled; £395.

1937 Series 25/30 James Young saloon, drop-division and boot; £695.

1937 25/30 Gurney Nutting saloon, semi razor edge with drop division; £735; several others in stock.

JACQUIER, Ltd., 225/7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

RUSSELL MOTORS offer:—

ROLLS-ROYCE Wraith 7-passenger limousine, speedometer reading 49,000 which we believe to be genuine.

1938 Rolls-Royce 25/30 semi razor edged sports saloon by Thripp & Maberly, one owner since new.

1934 Rolls-Royce 20/25 (riding control) 4-light saloon by Hooper (with boot), exceptional mechanically; £465.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3228. [C3060]

METCALFE & MUNDY, Ltd.

ROLLS Ph. III saloon by Barker; the late property of very distinguished personage; most attractive lines, swept tail with built-in trunk, black coachwork with brown leather upholstery; absolutely unmarked, overhauled, disc wheels, radio, twin tone horns, sliding roof, 62,584 miles.

METCALFE & MUNDY, 280, Old Brompton Rd., N.W.3. Fremantle 5471. [C3064]

MANN EGERTON & Co., Ltd.

1954 Rolls-Royce Silver Dawn automatic gear saloon, velvet green with fawn leather upholstery, 21,000 miles.

MANN EGERTON & Co., Ltd., 14, Berkeley St., London, W.1. Hyde Park 2073. [C2036]

HENLYS offer with four months' guarantee:—

1949 (July) Rolls-Royce 2-door d.h.c. by Gurney Nutting, radio, wing mirrors, loose covers, black with fawn interior and green hood; £2,195.

HENLYS, Parkway, Regents Park, N.W.1. Tel. Gul. 8721. [4195]

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1935 Rolls-Royce 20/25, fitted with 4-light 5-seater saloon, with division by Windover, finished in black; one titled owner; £475.

FELL Rd., Croydon, Tel. Croydon 7464. [C1098]

HEARSES, Hearses, Hearses, From £1,450 complete, brochure available.

ALF & SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond, M161. [C1102]

## ROLLS-ROYCE

VINTAGE AUTOS, Ltd., offer:—

£495.—Rolls 25, 1934 (October), close-coupled saloon, two owners, Rolls history, immaculate, Rolls P. III, 1937, 2-door, close-coupled sportsman's coupe, engine just overhauled, 63,000 miles, immaculate throughout.

VINTAGE AUTOS, Ltd., 105 Queensway, W.2. Tel. Bayswater 5929 and 6330. [C4075]

JACK ALPE OFFERS LIMOUSINES.

LIMOUSINE, 30hp 1936, outswep back, forward occasional, leather throughout, excellent; £595.

LIMOUSINE, 25hp 1935, Park Ward, black, swept tail, forward occasional, excellent condition throughout; £485.

LIMOUSINE, 25hp 1934, Hooper, forward occasional, low gear chassis, excellent coachwork; £385.

34000 miles Thrupp Phantom III limousine, forward occasional, privately owned, amazing condition throughout; £670.

SILVER Wraith, 1950, Hooper limousine, forward occasional, titled owner, mileage 60,000, history available, excellent mechanically, immaculate coachwork; £5,250.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1134. [C1103]

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

ROLLS-ROYCE 25/30 owner-driver saloon, black, engine completely overhauled by us, not used since; offered at the very attractive price of £265.

ROLLS-ROYCE 20/25 saloon, coachwork by Hooper, two owners only since new, very good history, well maintained; £495.

LONDON Rd., Derby. Tel. Derby 47471-6. [C4075]

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1947 Rolls-Royce Silver Wraith full razor edge H. J. Mulliner sedan, low mileage, one owner, most perfect possible condition; £2,575.

1938 Rolls-Royce Ph. III owner-driver saloon by Franas, Paris, (the best we have ever seen); £995.

1938 Rolls-Royce 25/30 by Freestone & Webb, full razor edge saloon; £255.

1938 Rolls-Royce 25/30 H. J. Mulliner sedan; £885.

1937 Rolls-Royce 25/30 H. J. Mulliner saloon; £685.

1935 Rolls-Royce 20/25 by James Young; £665.

1935 Rolls-Royce Ph. II, wonderful condition; £655.

GUARANTEES, terms, exchange; distance no object.

1176—1180, Christchurch Rd., Bournemouth, E. Bournemouth. Tel. Southbourne 43344 and 43345.

£295.—1933 small owner driver saloon, one owner, Adams, Winkick 216. [3932]

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley repairers, offer:—

SILVER Dawn Rolls-Royce, late 1954, dark metallic grey, one owner, genuine 12,000 miles only, very beautiful car; £4,100.

1947 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, black, one owner, really exceptional condition and excellent record; £2,350.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1934 Rolls-Royce 20/25 H. J. Mulliner saloon; £365.—Farnham Motor Co., Ltd., Downing St., Farnham 6151. [3833]

MASCOT MOTORS, Ltd., have a large comprehensive stock of pre-war Rolls-Royce cars, specimens of which we give below:—

1938 30hp Barker semi-razor-edge sports saloon; £295.

1937 30hp Barker saloon, 61,000 miles only; £675.

1936 30hp A. Mulliner coupe; £695.

1935 25hp Hooper sports saloon; £650.

1935 25hp specially designed streamline body by Barker; £625.

1935 25hp Cockshoot sport; saloon; £525.

1933 25hp Windover sports saloon; £395.

ALL cars guaranteed.—237, Kensal Rd., Ladbroke Grove, W.11. Ladbroke 1231-2. [C3007]

1937.—£575; 20/30 Rolls-Royce Barker 7-passenger limousine, taxed; terms arranged.—48, Forty Ave., Wembley, Arnold 4604. [3903]

G & M ALFRED (1956), Ltd.—1935 Rolls-Royce Alf, owner-driver Vanden Plas swept back saloon.—6-7, Warren St., W.1.—Euston 3263. [C1005/1]

OWNER/DRIVER (October 1937) Hooper 30hp sports saloon, boot, mileage 62,000, black, one owner, exceptionally attractive coachwork, history available; £685.

JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103/1]

1937 Rolls-Royce Phantom III Park Ward limousine, black, black, but in red, major overhaul by Rolls in 1951, chauffeur kept, excellent condition; £600.—Box 1144. [4120]

FOR Rolls-Royce owner-driver saloon and limousines of all models you might enquire of the bargains we can offer.—Claude Eurydice & Co., St. Peters Rd., Hammersmith, Riverside 7644. [4004]

1933 Rolls-Royce 25hp owner-driver sports saloon by Hooper; very attractive swept back body, superb condition, £325.—Salsbury Motor Co., Fitchton St., Salisbury 6025. [3991]

ALF & SAUNDERS LTD. Rolls-Royce Wraith Limousine, Park Ward with partition and face forward occasional, leather throughout, original faultless condition, history available. See also under Limousines column. Large selection.

A & S LTD. (Limousines Purchased). Providence Court, North Audley Street, Mayfair. [C1096]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

**£295**—1934 Rolls-Royce 25hp Sedan de Ville, side facing seats, lovely condition, privately owned.—Makin & Harrison Motors, Ltd., 492-496, High Rd., Chiswick, W.4. Chiswick 0558. [C3071]

**20hp** Rolls shooting brake, smart body ash/mahogany, built 1920, lined maroon leather, fawn cellulose, engine overhauled, coachwork excellent; £650.—Particulars: Cassels, South House, Aberdour. [C3039]

**FOR** Rolls-Royce owner-driver saloons and limousines of all models you might enquire of the bargains we can offer.—Claude Burnoys & Co., St. Peters Garage, St. Peters Rd., Hammersmith, Riverside 7644. [C3581]

**1933** (Sept.) Rolls-Royce 25hp 7-seater face-forward limousine, division, etc.; black immaculate, ready for immediate use; £250; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**£265**—coupled 4-door saloon, by Rippon, taxed year in quite good order; terms.—Simms, 11, Bennett Rd., Higher Gumpall, Manchester, 8. Tel. Cheetham Hill 1824. [C4175]

**£425**—1935 Rolls-Royce 20/25hp Windover 7.1 seater limousine, glass division, face forward occasional seats, Rolls history, magnificent specimen.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9303. [C1113]

**£275**—Late 1930 20/25 saloon, Barker body, luggage trunk, 2 owners only, £300 overhaul late 1952 and 1st. mechanical condition; £275. London by arrangement.—Major Lawson, Beaconsfield 1584. [C4068]

**1950** Silver Wraith show model Gurney Nutting sedan, coupe or saloon, 5 seats, black and satin bronze, 24,000 miles, decorations, serviced June; £2,550 cash; photo; would take 1936 Rolls 25hp O.D. saloon part payment, or 1955-6 Jaguar XK140 hard top.—Tel. Leighton Spa 478. [C3641]

**20/25** April, 1935, Hooper swept tail limousine, black, leather, cloth rear with concealed f.i. occasional, good tyres, battery, discs, etc., taxed year, a clean and handsome vehicle and an exceptional bargain at £238.—Hampton, 12, Purewell, Christchurch, Hants. Tel. 699. [C3762]

**188000** miles—1951 Silver Wraith l.h.d. stream-lined Park Ward black limousine with boot, electric partition, wide face forward occasional, rear compartment cloth with tailored loose covers, lavishly equipped, carefully maintained, one owner; present list price £7,945/17; will accept £2,975. [C3023]

**1933** NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

**XXX** 1936 Rolls-Royce 20/25; fitted with most up-to-date standing and extremely attractive 4-seater coupe body with commodious rear boot by Gurney Nutting; a really immaculate car, finished in black with blue lower panels and blue leather; luxuriously equipped, ride control, discs, bumpers, very full interior equipment; Rolls-Royce service history available; must be seen to be appreciated; terms.—Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003]

## Rolls-Royce Cars Wanted

**C** **M** **ART**, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

**ART**, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Gro. 3434. [0970/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**GEORGE NEWMAN & Company** purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

**CASH** immediately for good Rolls-Royce.—H. F. Edwards, 154, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

**JACK OLDING & Co. (MOTORS)**, Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W340]

**WE** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Livingstone 3562. [0345/R]

**THE SOUTHERN MOTOR Co.** is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R]

**MASCOIT MOTORS**, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driver coachwork.—237, Kensal Rd., W.10. Lechbrook 1231-2. [W3007]

## Rolls-Royce Spares and Service

**A** **SERVICE** unequalled.

**OFFICIAL** repairs Rolls-Royce cars.

**SERVICING** or overhauls.

**COACHWORK** renovations and accident repairs.

**SPARES** all models.—Tel. Flaxman 2223 (5 lines).

**JACK BARCLAY (SERVICE)**, Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R]

**CHARLES FOLLETT**, Ltd., officially appointed retailers and repairers.

**SHOWROOMS**, 18, Berkeley St., W.1. Mayfair 6266.

**SPARE** parts.

**SERVICE**, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5365-7-8. [0614/R]

**JACK OLDING & Co. (MOTORS)**, Ltd., official Rolls-Royce/Bentley service, overhauls and repairs.—94-96, Holland Park Ave., Kensington, Park 5077. [S3030]

**ALL** spares for 20 and 25hp Phantom I and Phantom II chassis; also recommended replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 3562. [0064/R]

## ROVER 10

**1939** Rover 10 black, recent exchange engine, perfect con.; £255.—London Cars, 582-6, Greenford Rd., Greenford, Middx. Waxlow 4407/2643. [C2057]

## ROVER 12

**ROVER 12**, superb, unmarked, as new, artist owner; £285.—Harrow 9499. [3926]

**£195**—Sunshine sports saloon 1938, black, clean, quiet and lively, good tyres.—Tel. Wel. 4420, ext. 180, in office hours, or write Box 1148. [C4125]

**1937** Rover 12hp sports saloon; £175.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071]

**1935** Rover 12/4 sports saloon, excellent runner, needs respray; bargain, £65; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

## ROVER 14

**ELM AUTOSALES** offer:—

**1936** Rover 14 sports saloon, this car is one of the most beautifully preserved Rovers we have ever handled, bodily and mechanically, really faultless, bills of two hundred pounds of mechanical work, a quality car in wonderful condition; £175.—66/68, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

**1937** 14hp Rover, in good mechanical condition; £265. [3828]

**ROVER 14**, sound condition; £110 o.n.o.—Turner, Northdene, London Rd., Guildford 67784. [3551]

**£265**—1939 Rover 14 de luxe saloon, 3 owners, beautifully maintained, bargain price. [C4072]

**L** guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**ROVER 14.9hp** 1939 black saloon, leather upholstery, well maintained, excellent order, 4 new tyres, £260 or offers.—Reply Box 1066. [3775]

**1936** Rover 14 saloon, in good condition for age, taxed; £95.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066]

**ROVER 14hp**, November 1946, sports sunshine saloon, heater and extras, excellent specimen; £350.—H. B. Bath & Son, 18, Elvaston Mews, Gloucester Rd., Kensington, S.W.7. Western 5175. [C4071]

**£250**—Rover 14 saloon, 10 model, black/brown leather, radio, heater, grand appearance and general condition also superb, small mileage, 1938 14hp, must be seen; terms.—Keeler, 1, Lambolls Place, N.W.3. Pri. 2657. [C2068]

## ROVER 16

**1939** Rover 16 sports saloon, black, brown leather, perfect condition; £159. [C4074]

**VARE MOTORS**, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074]

**ROVER 16** 1937, excellent condition, engine, clutch overhauled December, 26mpg.—Orrington 25279. [C4055]

**£245**—1939 Rover 16 saloon, immaculate condition throughout, terms.—Autospins, 5, Balham High Rd., Balham 509. [C1009]

**1947** Rover 16, heater, excellent condition; £395.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2073]

**1947** (May) Rover 16 saloon de luxe, black, heater, screenwashers, tarian covers, total mileage 35,000, whole car is immaculate throughout; £405. [C4045]

**LITWOOD Garage**, Altwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107]

## ROVER (60, 75 and 90)

**A1** at Brown's.

**1954** Rover 90 saloon, black and red leather, hater and heater, beautifully kept and maintained, spotless throughout; £395. [C1025]

**W. J. BROWN**, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**STURGESS**, Leicester.

**ROVER** distributors for over 50 years.

**1955** 90, £1,195, most carefully used, one owner, 9,000 miles only, black/tan. [C1025]

**1953** model 75, a specimen car; £800, radio and seat covers fitted. [0172/R]

**118** Charles St., Tel. Leicester 20033. [0172/R]

**GAVIN FAIRFAX**, Ltd.

**1955** Rover 90 saloon, black with tan upholstery, 11,000 miles, guaranteed condition; £1,095. [C2099]

**WENTWORTH Service Garage**, Virginia Water, Surrey. Tel. Wentworth 3154-5. [C2099]

**ROBBINS OF PUTNEY**.

**1954** (June) Rover 90 saloon, 2-tone grey, grey leather, H.M.V. radio, seat covers, fog lamp, etc., excellent condition throughout; £1,000.—Robbins, Putney, Tel. 7881. [C3010]

**H. BEART & Co. Ltd.**, offer:—

**1954** Rover 80 saloon, grey with red upholstery, very carefully maintained by one private owner; £895. [C1081]

**1954** Rover 75 saloon, black with brown upholstery, one owner, in nice condition throughout; £895.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

**PAUL STREET GARAGE**, Ltd.

**1956** model (November, 1955) Rover 75 saloon, 5,000 miles only, unblemished throughout; £1,225. [C4024]

**PAUL STREET GARAGE**, Ltd., 20, Paul St., London E.C.2. Tel. Bishops Gate 6781-4. [C4024]

**COOMBS & BONS (GUILDFORD)**, Ltd., offer:—

**ROVER 75** 4-light sports saloon, dark maroon with matching upholstery, heater and radio, one owner since new in Sept. '48, above average; £495. [C1057]

## ROVER (60, 75 and 90)

**K NIGHTSBRIDGE** offer:—

**1955** Rover 90, grey, red leather interior, 11,000 miles, one owner, unmarked; £1,125.—J. Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036]

**PHILIP RICKARDS**, Ltd., offer:—

**1956** (January) Rover 90 saloon, sage green, over-drive, radio, covers, 1,500 miles only, as new; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3061]

**PETER BANTOCK CAR SALES** offer:—

**1951** Rover 75, black/green leather, fitted sun-shine roof, one owner only; £595.—104, High Rd., Chiswick 2725/5670. [C1014]

**GUY SALMON AUTOMOBILES** offer:—

**1954** (series) Rover 75 saloon, black/red leather, 25,000 miles, one owner; £385.—Forthampton Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**HENLYS** offer with 4 months' guarantee:—

**1954** Rover 75 saloon, one owner, very carefully used, black, with red interior; £995.—Henlys, Ltd., Henly Corner, North Circular Rd., N.W.11. Finchley 0081. [C4189]

**HENLYS** offer with four months' guarantee:—

**1952** Rover 75 saloon, wing mirrors, spot and fog lamps, exceedingly well kept, black with green interior; £765. [C4028]

**1954** Rover 90 saloon, one owner, a first-class example, grey with grey interior; £1,025. [C4028]

**HENLYS**, Parkway, Regents Park, N.W.1. Tel. Gaiety 271. [C4028]

**1954** series Rover 75, black/blue, one owner; £945. [C4028]

**1954** Rover 90, black/red; £985.—Odeon Motors, Ltd., Bow 1144. [C3028]

**1954** Rover 90, one owner, 8,500 miles only, as brand new; £895. [C3016]

**MORLEY**, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016]

**1949** Rover 75 saloon, black/red leather interior, heater and extras; £525. [C3052]

**BOTTOMGATE MOTORS**, Ltd., Bolton Rd., Darwen 774, Bottomgate, Blackburn 5084. [C3052]

**1956** Rover 60, black, loose covers, Rimbellishers, only 340 miles; £1,185. [C3052]

**RIPCO**, Ltd., (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

**1954** Rover 75, green, 25,000 miles, as new; £975. [C3052]

**1954** (April) Rover 60 saloon, green, green leather, heater, radio, 20,000 miles, one owner; £845. [C3052]

**CLARKE & SIMPSON**, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1045]

**1954** (June) Rover 90 saloon, black/red, 21,000 miles, immaculate; £950.—Salmons Garage, Ltd., Temple Bar 3338. [C4029/1]

**1950** Rover 75 P4 green saloon, beautiful condition, 54,000, one owner; seen Derby; £525 o.n.o.—Box 1040. [C4029/1]

**ROVER 75**, 1948, genuine 38,500 miles, black, fitted radio and heater, in beautiful condition; £460.—Tel. St. Albans 1308. [C3665]

**1953** Rover 75 saloon, unquestionable condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

**1954** Rover 90 saloon, duo grey, H.M.V. radio, one owner, 11,000 miles, Ripco condition; £895. [C3052]

**RIPCO**, Ltd., Rovers purchased, 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052/1]

**1954** Rover 90, one owner, grey with red leather, really immaculate; £975.—Campbell Symonds, Wembley 6262. [C1037]

**1953** Rover 75, black/grey, tubeless tyres, 11,000 miles; £750.—Bowmans Garage, Weybridge 1265. [C4191]

**1955** (April) Rover 75 saloon, in dark green, guaranteed mileage 8,000, taxed December, new condition; £1,025. [C3052]

**MEAKERS MOTORS**, Ltd., North St., Bridgwater, Mels. 2081 and 5643. [C3883]

**ROVER 75** P11 sports saloon, black, heater, extras; reg. mileage 21,000, specimen condition; £450 minimum.—Emberbrook 5722. [C3694]

**1954** (March) 90, low mileage, one titled owner, as new; £995.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

**ROVER 75**, black, 1951, taxed year; bought from and serviced by local Rover agent, report available; £575.—Tel. Southampton 51555. [C3875]

**ROVER 60**, 1955, black, 20,000 miles, radio, Under-seal; £1,100; would consider part exchange new Ford Squire.—Tel. Woolwich 4807. [C3939]

**1953** (November, 1952) Rover 75, black, red leather, radio, immaculate; £750.—Campbell Symonds, Perivale 4456. [C1037/2]

**1953** grey leather, seat covers, guaranteed; £750.—Campbell Symonds, Perivale 4456. [C1037/1]

**1953** model Rover 75 saloon, impeccable condition, radio, heater; £785.—Bertram Coven, Ltd., Hermel Lane, Streatham, Poi. 2100. [C3671]

**1955** Rover 90 saloon, 8,000 miles; £1,175.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5589. [C3052]

**1952** Rover 75 saloon, one owner, heater, many extras, immaculate; £735.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3052]

**1956** Rover model features 75 de luxe saloon, mileage under 500, unblemished; £1,275.—L.M.B. Motors, 12, Malmesbury Park Road, Bournemouth, Boscombe 33267. [C3052]

**1954** (June) Rover 90 sal., duo-tone grey, grey leather, H.M.V. push-button radio de luxe, heater, fog lamp, screen wash, one private owner, 14,372 miles only, brand new condition; £1,125; over £250 below to-day's cost.—McKinnon Motors, Ltd., "Langham House", 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [C3030]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**ROVER (60, 75 and 90)**  
**1955** (September) Rover 90 saloon, 3,000 miles, black, red leather, underseated, as new, £1,185.—Vernon Balle (Holborn), Ltd., 100, High Holborn, W.C.1. Tel. Cha. 5076. (C1429)  
**1954** Rover 90, black, fawn leather, radio, 12,000 miles, one owner; a superb example; £550.—exchanges, deferred terms.—John S. Truitt, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

**ROVER 75**, green, low mileage; £1,095 o.n.o.; many extras including radio, seat covers, fog lamp, driving lamp; excellent condition, can be inspected evenings.—21, The Avenue, Ickenham. Ruislip 7435. (C4103)

**1949** Rover 75 saloon, 46,000 miles, black/grey, radio, heater, exceptional, new engine fitted 1955; £525.—Salmons Garages, Ltd., Temple Bar 3538. (C4029)

**1949** Rover P.111 75 saloon, black, brown interior, radio, reconditioned engine; £475.—Garage Service Co. Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 8694. (C2015)

**ROVER 1955** (June) 90 black/red saloon, 12,000 miles, works serviced always, many extras, any trial, h.p.; £1,145.—Morris, 133, Green Lane, Morden. Tel. Mitcham 5667. (C1346)

**1948** (November) Rover 75 sports saloon, black, excellent condition, guaranteed; £450; terms and exchanges.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 7904 and 5968. (C3034)

**ROSE & YOUNG** Ltd., offer: 1955 Rover 90 saloon, R 200 miles only, fitted overdrive, unmarked; £1,385.—65-69, Stenbold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. (C3057)

**1953** (May) Rover 75 saloon de luxe, grey/grey hide, imitation leopard skin covers, H.M.V. push-button radio, heater, six Rimbells, 24,500 miles, in superb order throughout, taxed year; £750.—**ALWOOD GARAGE**, Alwood Rd., Maidenhead. Tel. Littlewick Green 70. Evenings and weekends. Littlewick Green 3076. (C1107)

**TANKARD & SMITH**, Ltd., offer: 1953 (Oct.) Rover 75 saloon, black/brown leather, heater and radio, one owner, exceptional condition; £775; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Fitzman 4801. (C4025)

**1953** Rover 75 saloon, black/grey leather, loose covers, twin spot lamps, a very sound car; any inspection invited; 3 months' guarantee.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1165. (C4034)

**£885**—1954 (June) Rover 90 saloon, black, with red leather, fitted H.M.V. radio, heater, one owner, taxed year, whole car immaculate; terms.—Simms Motors, 11, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheadam Hill 1924. (C4172)

**ROVER 1955** (June) black/red 90 saloon, guaranteed 12,000 miles only, always works serviced, many extras, spare and tools not used, h.p. could be arranged; £1,150 or thereabouts.—Morris, 133, Green Lane, Morden. Tel. Mitcham 3687 or Croston 9920. (C585)

**XXX** 1954 series Rover 75 saloon, luxuriously equipped with heater, H.M.V. radio, loose covers, and fitted and bonny rubber over-mats; an absolutely outstanding example in green with green leather; very thoroughly recommended; written guarantee; £685; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Larcham 0012. (C2003)

**Rover (60, 75 and 90) Cars Wanted**  
**COOMBS & SONS (GUILDFORD)**, Ltd.  
**URGENTLY** require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (C0242/R)

**ROVER 20**  
**VINTAGE AUTOS**, Ltd., offer:—  
**£325**—Rover d.h. coupe, fitted radio, immaculate throughout.  
**VINTAGE AUTOS**, Ltd., 103 Queensway, W.2. Tel. Bayswater 5929 and 8330. (C4079)

**LAND-ROVER**  
**EVANS (WIMBLEDON)**, Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. (C1918/R)

**HARVEY HUDSON**, Ltd., the nation-wide Land-Rover specialists, offer:—  
**1956** model Land-Rover, 5,000 miles, outstanding condition; £495.  
**1955** model Land-Rover, 5,000 miles, excellent condition; £455; 6 months' guarantee; hire purchase.  
**COUNTRY** enquiries welcome: representatives for all districts.—High Rd., South Woodford, London, E.18. Wanstead 0056. (C2039)

**1956** Land-Rover pick-up, 2,000 miles, as new.—Taylor, "Newcroft", Tamworth. Tel. Hainaker 218. (C3662)

**£585**—1956 Land-Rover, mileage 1,800, condition absolutely as brand new throughout, still under makers' guarantee; write, call or phone.  
**CAMDEN MOTORS**, Leighton Buzzard 2041. Show-rooms open until 8 p.m. (C1095)

**G & M ALFREDS** (1936), Ltd.—1951/52/53 Land-Rovers, hard top, power unit, privately used, considerably above average.—6-7, Warren St., W.1. Euston 3268. (C1005)

**1949** Land-Rover, grey, one owner, excellent runner, unworn tyres; £225; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**HARVEY HUDSON**, Ltd., the nation-wide Land-Rover specialists, offer the following selection of late model Land-Rover, six months' guarantee, hire purchase.  
**1955** model Land-Rover, 8,000 miles, excellent condition; £485.  
**1954** model Land-Rover pick-up, one owner, cannot be beaten; £510.  
**COUNTRY** enquiries welcome, representatives for all districts.—High Rd., South Woodford, London, E.18. Wanstead 0056. (C2039)

**Land-Rover Cars Wanted**  
**1954** hard top Land-Rover wanted urgently.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (W1024)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## ROVER MISCELLANEOUS

**HENLYS**, Ltd.

**ENGLAND'S Largest Rover Distributors.**

**DEVONSHIRE** House, Piccadilly, W.1. (Hyde Park 9151.)  
**HENLY** House, 385, Euston Rd., N.W.1. (Euston 4444.)

**DEPOTS at:—**

**MANCHESTER** (Blackfriars 7843).

**BRISTOL** (Bristol 21326).

**BOURNEMOUTH** (Bournemouth 6314).

**NORTHAMPTON** (Northampton 907).

**CAMBERLEY** (Camberley 77)

**HOUSLOW** (Houslow 3454).

**FINCHLEY** (Finchley 0061).

**GREAT WEST ROAD** (Ealing 3477).

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).

**HENLYS**, Ltd., England's Leading Motor Agents.

**BEATS** of Kingston, Rover Specialist, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (C0029/R) (C0060/R)

## Rover Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**ALMOST** new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W5016/R)

**CASH** immediately for good Rover.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Larcham 0012. (W2003)

**WANTED**, nearly new Rover, distance no object; details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. (C2028)

**Rover Spares and Service**  
**LEATHWOODS GARAGES**, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. (C10129/R)

**GULLIVER ENGINE SERVICE**—Rover 13 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 5604. (C0532/R)

**EVANS (WIMBLEDON)**, Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. (C10147/R)

**LEIGH PARK MOTORS**, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. (C0047/R)

**DAVID ROSENFELD**, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheadam Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (C0556/R)

## SIMCA

**1954** Simca Aronde, heater, cost new £900; £545.  
**SCOTT** Cars, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7775. (C4016)

**1955** (September) Aronde, heater, screen washers, spare unused; £675; terms, exchanger.—Richards & Carr, Ltd. (C3045)

**1955** Chateleine estate car, 80mph, 37mpg, the finest estate car on the market at the price, 8,000 miles.  
**1956** Elysee with new 1,300cc engine, 2,000 miles; £835.

**ANTHONY CROOK**, Simca distributors, High St., Esher, Surrey. Tel. 4530. (C1063)

**£235**—1947 Simca 570cc convertible, L.H.D., excellent condition, terms.—Autoships, 5, Balham High Rd., Balham 1509. (C1009)

**1956** Simca Elysee saloon, 2,000 miles, £865; also 1955 Simca saloon, £635; and 1954 Simca, £550; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

## SINGER

**DICKS**.  
**1947** Singer 9hp sports, very fast; £295.—Dick's Car Sales, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. (C1072)

**ELM AUTOSALES** offer:—

**1948** Singer Super 10 de luxe saloon, two owners from new, completely unmarked, in maroon, exceptional condition throughout; £295.—38/30, Abchurch Lane, London, E.C.4. (C2067)

**CENTRAL GARAGE (CROYDON)**, Ltd., offer:—  
**1955** Singer Hunter saloon, black, with red interior, one owner, regular maintenance by main agent; £595.  
**ELLER** Ltd., Croydon. Tel. Croydon 7464. (C1098)

**1955** Singer Hunter special saloon, blue/blue interior, very low mileage; £695.  
**PARKERS (MANCHESTER & BOLTON)**, Ltd., Deansgate, Manchester. Dea. 4507. (C3082)

**1955** Singer Hunter de luxe saloon, silver/red interior, twin carbs, extras; £725.  
**BOTTOMGATE MOTORS**, Ltd., Bolton Rd., Darwen 774. Bottomgate, Blackburn 5064. (C3082/1)

**£365**—1947-8 Singer 9 sports roadster, beautiful, fully maintained, specimen condition.  
**LAMBS OF WOOD GREEN** (Established 1897), 100 L. guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

**1953** Singer SM1500 saloon, black/red interior, equipped radio and extras; £475.  
**PARKERS (MANCHESTER & BOLTON)**, Ltd., Bradshawgate, Bolton 4080. (C3082)

**345** Singer—Singer 9 1951 4AB 2/4-seater sports roadster, I.F.S., sliding glass sidecreens, very good condition; terms, exchanges.—Rowland Smith, below.

**1955** Singer Super 10 1947 de luxe saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 rock-on and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**AREA** dealers, new and used models always in stock, spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774). (C1073)

**1936** Singer Bantam, body reasonable, 6 good tyres, new king pins, rear springs, etc.; £65 or offer.—28, Radfieldway, Sidcup, Kent. (C3601)

**1954** Singer SM1500, low mileage, immaculate, choice 2; from £515.—Jack Pinner (Automobiles), 395, Hendon Way, N.W.4. Hen 8011-2. (C3063)

**1955** Singer Hunter, total mileage under 6,000, many extras, indistinguishable from A.A.V. £695, or hire, deposit £20 and 36 mthly. hiring rentals £27/10 inc. tax and ins.—Cooden Eng. Co., Ltd., Cooden, Bexhill. Tel. Cooden 600. (C4146)

**Singer Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Singer Spares and Service**  
**THE** Singer agents for spares, service, repairs.—Auto-motors, Ltd., Litheridge Garage, Ferry Rd., S.W.13. Riverside 8291. (C0754/R)

**SINGER** spares.—The London distributors give the best service from the largest stocks in Southern England.—Gordon Gray (London), Ltd., St. Albans Lane, Golders Green, N.W.11. Speedwell 4701. (C005/R)

**MANCHESTER**, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors: Parkers, Ltd., Bradshawgate (Deansgate 4080) and 175, Deansgate, Manchester. (Deansgate 4057). (C0730/R)

**SPORTS CARS**  
**PERFORMANCE CARS**, Ltd., select from their stock of over 200 new and guaranteed used cars.

**ASTON MARTIN** 1½ litre L6, 1934, 1934, £225; Aston Martin 2½ litre 4-seater 1936, £355.  
**ALVIS** 12/70 d.h. coupe, 1938, £225; Alvis 4/35, 1937, £235.  
**ASTON** 4/30 d.h. coupe, 1935, £175.  
**Austin** 7 Nippy 2-seater, 1935, £175.  
**AUSTIN** A40 sports 4-seater, 1950, £445; Austin Princess saloon, radio, heater, specimen, 1951, £595.

**BENTLEY** 3½ litre Vanden Plas tourer, complete history available, bills for over £600, specimen, 1934, £545.  
**BENTLEY** 3½ litre sports saloon, maroon and black, 1945; Bentley 3½ litre sports saloon, blue and grey, 1939, £395.

**BENTLEY** 4½ litre Black Label tourer, 1928, £295; Bentley 4½ litre Black Label saloon, 1931, £195.  
**BENTLEY** 5½ litre Red Label coupe, 1934, £175; Bond Minors, de luxe model, 1937, £275.

**CITROEN** Light 15 sports saloon, 1952, £375; Daimler 17hp drop head fourseater, 1938, £225.  
**FIAT** 600 saloon, new, 50 mph, 65 mph, £630; Fiat Cordón 1,000cc 2-seater, 1937, £275.

**FORD** Pilot saloon, radio, heater, 1949, 2 from £250; Ford 1000 convertible, L.H.D., power hood, 1949, £625; H.R.O. 1500 2-seater, 1936, £275.

**HUMBER** Super Snipe Tickford coupe, 1950, £375; Healey 2½ litre, registered 1948, £425.  
**JAGUAR** XK120 drop head coupe, special equipment, wire wheels, heater, extras, grey and red, specimen, 1954, £675.

**JAGUAR** Black VII saloon, drop, heater, one owner, 1953, £745; Jaguar 3½ litre drop head coupe, 1948, £335.

**JAGUAR** 3½ litre sports saloon, 1947, £245; Jaguar 1½ litre sports saloon, 1935, £225.

**LOTUS-FORD** Mark VI, 1,098, only 1954, £545; Lotus-Coswall Mark VI, 1,500cc, 1954, £395.

**LAGONDA** 718 drop head fourseater, specimen, 1939, £395; Lagonda 4½ litre sports saloon, 1935, £195.

**LAGONDA** 2-litre tourers, 1931, choice of 2 from £145; Lagonda 4½ litre saloon, 1937, £165.

**LANCIA** Aprilia sports saloon, big bone engine, 1937, £255; Lanchester Roadster 14hp sports saloon, 1938, £195.

**M.G.**—See advertisement under M.G. column.  
**MERCEDES-BENZ** 500K Type B cabriolet, 1936, £225; Mercedes-Benz 500K sports saloon, 1936, £225.

**MORGAN** Plus 4 2-seater coupe, 1952, £445; Morgan 3/4 coupé 2-seater, 1937, £155.

**MORRIS** Minor convertible, ohv engine, 1953, £415; Morris 8 Series 2 saloon, 1947, £245.

**NEW** Renault 750 saloon, blue and green, £635; new Renault Fregate Amiral saloon, £1,244.

**RILEY** MPH 2-seater, green, 1935, £245; Riley 2½ litre sports saloon, 1947, £395.

**ROVER** 14hp sports saloon, 1939, £265; Ralston Straight 8 drop head coupe, 1934, £145.

**ROLLS-ROYCE** Phantom II saloon, 1936, £1,245; Rolls-Royce Phantom II sports saloon, 1937, £700; Rolls-Royce Phantom II saloon, 1931, £245.

**SUNBEAM-TALBOT** 10 drop head fourseater, specimen throughout, 1948, £345; Singer 9 Roadster, extras, 1940, £245.

**TRIUMPH** TR2, overdrive, specimen, 1955, £775; Triumph 2000 roadster, main extras, 1949, £445.

**TRIUMPH** Dolomite Roadster, 1939, £195; new Trojan Personnel wagon P11, diesel, £780.

**Vauxhall** Velox saloon, green, specimen, 1954, £355; Vauxhall 14hp J-type saloon, 1939, £245.

**IMMEDIATE** h.p. and insurance; cars and motor cycles taken in part exchange; 9-7 week-days, 11-4.30 Sundays; illuminated all night.

**PERFORMANCE CARS**, Ltd., Grosvenor West Rd., Brentford, Middx. Ealing 8841. (C3041)

**1954** Frazer Nash Targa Florio, in superb condition, at a fraction of the original price.  
**ANTHONY CROOK**, Cales, High St., Esher, Surrey. Tel. 4580. Service: The Roundabout, Hershham. Tel. Walton-on-Thames 687. (C1063/1)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

**B & G MOTORS offer:**  
**£225**—M.G. TA model open 2-seater, black, reconditioned with original, too kit, etc.; any examination.  
**£225**—Lagonda 4½-litre genuine Rapide drop head fourseater, really fast car with nearly new mats, hood, etc.  
**£160**—M.G. 8hp P-type open sports 4-seater, black.  
**£150**—M.G. 12 N-type Magnette open 4-seater, black.  
**£130**—M.G. 8hp sports 2-seater, black, swept wings.  
**£130**—Triumph 10 Southern Cross sports open 4-seater.  
**£125**—M.G. 8hp J-type sports 4-seater, green, twin cars.  
**£115**—B.S.A. Scout 1938 10 open sports 2-seater, red.  
**£105**—M.G. 12 open sports 4-seater, maroon.  
**£90**—Invicta Special 3-litre open Corsica sports 2½-seater, bodywork with new hood, slab tank, 6in rev counter, etc.  
**£75**—Singer 9 Le Mans open 4-seater, red.  
**£75**—M.G. 12 open sports 4-seater, black.  
**MANY** many others; easy terms.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

## CARR BROS. (GARAGES), Ltd.

## SPORTS car department.

C-type Jaguar, triple Webers, D head, alloy wheels, Panhard rod, etc., overhauled by Jaguars for this season. £1,295.  
**BUCKLER-GIMMEX**, 1,097cc, DD1, ideal private racing, space-frame with de Dion rear, etc. 1955; £845.  
**LOTUS-M.G.** aerodynamic Mark VIII, B.F.s., very special, new 1,496 cc unit, ready for season; £785.  
**TR2**, 12,000 miles, 1954; £675.  
**G.T.F.** 1500, spotless, in cream/red leather, one owner, only 6,000 miles, 1955; £645.  
**LEA-FRANCIS**, very special sports/racing car, stark but potent, pale blue, 115mph, 1955; £425.  
**LOTUS-FORD** Mark VII, choice of 3 modified for racing or standard for road work; from £395.  
**ALLARD J2**, tuned, 4.3-litre Mercury, de Dion rear end, etc., silver grey, 1950; £325.  
**G.T.C.** 2-seaters, choice of 3 fine examples, red, black or green, 1947/9; from £345.  
**JAGUAR** SS100, 2½-litre comp., 2-seater, superb in cream/red leather, 1959; £235.  
**ASTON MARTIN** 2½-litre full 4-seater tourer, immaculate in B.F.s., 1940 show car; £295.  
**M.G.** 1,096cc, racing special, B.F.s., rebuilt 1952, £275; M.G. TA, 10hp, 2-seater, cream, 1938; £265.  
**ALLARD 71K** sports, 2-seater, red, 1947; £265; F.N.-B.M.W. type 329, 2-litre coupe, grey, £195.  
**SINGER** 8hp, new, 1934, blue, new hood, 1939; £165; M.G. V.A. and S.A. coupes, red or black; from £165.  
**SPORTING** cars wanted urgently.  
**PLEASE** contact Graham A. Warner.

## CARR BROS. (GARAGES), Ltd., High St., Purley, Surrey (end of Croydon By-Pass). Uplands 4811-7. [C1041]

## ROWLAND SMITH'S for Sports cars.

**695** gns.—Triumph TR2 1955 super-sports 2-seater, heater, adjustable steering, one owner.  
**325** gns.—Fraser Nash-B.M.W. 2-litre 328 sports coupe, silver grey, red leather.  
**295** gns.—Lancia Aprilia 1939 2½-seater Farina sports convertible, blue and silver.  
**165** gns.—Singer 9 1940 2½-seater sports roadster.  
**145** gns.—M.G. Magnette 1933 KI sports 4-seater, manual change, magnetos; terms, exchanges; 1st. open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**RILEY** Gamecock; £100 or best offer.—Masurel, 29, Oakley Rd., Clapham, Bedford. [4069]

**J. H. BARTLETT** offers the finest selection of guaranteed sports cars in the world; our present stock includes:

**ALFA-ROMEO** 2.9 supercharged, £1,250; Alfa-Romeo 2.3 supercharged Mille Miglia 2-seater, £495; Alfa-Romeo 2.3 drop head coupe, £295; Alfa-Romeo 1750 supercharged coupe, £145.  
**ASTON MARTIN** DB2/4 saloon, £1,650; Aston Martin 1953 Vantage engine, £1,450; Aston Martin Mark II, specimen, short chassis, £345.  
**AUSTIN-HEALEY** 1956, old list price; Austin-Healey, 1955, 11,000 miles, £775.  
**ALVIS** 1938 Speed 25 saloon; £225.

**BRISTOL** 1951, one owner, £975; Bristol, 1949, £650.  
**BENTLEY** 1937 series Park Ward saloon, £525.  
**CORONA** 1949 110mph 2-seater; £450.  
**DORSETTI** 1955, 4,000 miles, 2-seater; £825.  
**FIAT** 1100, 1956, 200 miles; £750.

**FRASER NASH** 328 2-seater, specimen; £375; Fraser Nash 327/55 drop head, £375.  
**HEALEY** 1951 saloon; £595.

**JAGUAR** 1954 XK120 drop head coupe, one owner, £975; Jaguar 1954 fixed head, 8,000 miles, £975; Jaguar 1951 XK120 2-seater, £595.  
**LACONDA** 1936 4½ drop head coupe; £145.

**M.G.** 1951 saloon, superb condition; £465.  
**RILEY** 1952 2½-litre, one owner, exceptional in every respect; £575.  
**SIMCO** 1,100cc saloon, one owner; £550.

**VOLKSWAGEN** 1955 de luxe, 7,000 miles; £615.

**J. H. BARTLETT**, 27, Pembridge Villas, London, W.11. Baywater 0523. [C1013]

## SPORTS CARS

**RILEY** 2½-litre sports roadster, low mileage, radio and heater; £450.—Barkers Garage, William St., Windsor. Tel. 776. [3625]  
**1955** Triumph TR2, hard top, in all-black, fitted red leather and heater, 7,500 miles, delivered July, immaculate, £775.—Ellis Garage, Oswestry St. [3754]  
**NEW** Ford special sports, 10hp, unregistered, 4-seater, Martin Fibreglass body, finished in red, equal to any factory-built car, £550.—Briarcliff Motors, 213-225, Wick Rd., Bristol, 4. [3927]  
**FRASER NASH** 1933 T.T. replica fitted 1939 Alvis 12/70 engine giving 50 b.h.p., new king pins, shockers, brakes, battery, rewired, immaculate, 35-25 m.p.g.; will exchange for J.2 Allard or sell £380.—Moore, Regina Court Hotel, Eastovercliff Drive, Bourne-mouth, Tel. 229. [3835]  
**A** car; this famous car has won numerous events and established lap records at most courses in the country; overhauled and ready to race; £1,850.—Sales: High St., Esher, Surrey, Tel. 4580. Service: The Roundabout, Herresham, Tel. Walton-on-Thames 687. [C1063]

## Sports Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]  
**CASH** immediately for good Sports Cars.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 561. [W4018/R]  
**MERCURY MOTORS** wish to purchase good used sports cars of most types; M.G., Riley, Sunbeam-Talbot, Morgan, etc.; please write, tel. or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.  
**MERCURY MOTORS**, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. [W3014] 6058-9.

**Sports Cars Spares and Service**  
**TUNING**, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13, Riverside 8281. [W3014/R]

## STANDARD 8

**SLOCUMBER**, Ltd.  
**1954** Standard 8, blue, one owner, £425; 1955 Standard 8 de luxe, green, fitted heater, one owner, £485; unique guarantee, terms, part exchanges, cars or motor cycles—33-52, Dudden Hill van, N.W.10, Tel. Willesden 4869. [C4017]  
**COACHCRAFT** offer:—  
**£385**—1954 Standard 8 saloon, one local private owner from new, 14,000 miles only, heater, black, spare unworn, 3 months' mechanical guarantee, terms to suit and exchanges.—Below:  
**S.E.** under Utilities.—Coachcraft, Elm Rd., Evesham, Staff. 6539. [C1053]

**WARWICK WRIGHT**, Ltd., offer:—

**1955** Standard 8 de luxe saloon, grey, brown upholstery, 10,000 miles; £485.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C4045]

**BERKELEY SQUARE HOUSE GARAGE**, Ltd., offer:

**1955** Standard Super 8 saloon, grey, red Vynlide, very low mileage, immaculate condition; £535.—Berkeley Sq., London, W.1. Grosvenor 434. [3871]

**ALEXANDER LAYSTALL**, high-power conversions for Standard 8.

**A** send for data sheets and road tests.

**ALEXANDER ENGINEERING CO.**, Ltd., Hadenham, Bucks. Tel. 345. [C1094]

**CLAND & TABOR**, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

**1955** Standard 8 de luxe, black, very low mileage, one owner, as new; £495, maximum h.p. [C1001]

**1955** Standard 8 de luxe saloon, one owner only, low mileage, £475.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234; open week-days 8 a.m. to 6 p.m. [C2008]

**1955** Standard 8 de luxe, grey and red, 8,000 miles, one owner; £465.—Haskins, Ladbroke 1155. [C3027]

**1954** Standard 8 4-door de luxe, one owner; £415.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312. [C4019]

**1955** (September) Standard Family 8, heater, 4,000 miles, indistinguishable from new; £485.

**SCOTT** Cars, 341-347, Finchley Rd., Hampstead, N. London, N.W.3, Hampstead 8676/7779. [C4016]

**STANDARD** 8 1954 grey saloon, one owner, 18,000 miles, good mpg, immaculate; £425.—Tel. Ambassador 4649, Box 1156. [4127]

**G & M ALFRED'S** (1936), Ltd.—1956 Standard 8 saloon, negligible mileage—6-7, Warren St., W.1. Euston 3268. [C1005]

**BOWES ROAD GARAGE**—Standard 8, de luxe, 1955, heater, one owner; £465.—Bowes Rd. (North Circular Rd.), N.11, Bowes 2264-5-6. [C4052]

**1954** Standard 8, extras include Ace Rimbellishers, heater, etc.; £395! Terms, exchanges.—Rudds, adj. Central Station, Worthing 7773-4. [3680]

**PRIDE & CLARKE**, Ltd.—1955 Standard 8 de luxe saloon, low mileage heater £469; 1954, low mileage, extras, £379.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

**1954** Standard 8 4-door saloon, grey, red interior, heater, moderate mileage, guaranteed; £435.—King's Motors, 1, High St., Hounslow, Tel. 3532. [C2049]

**£85**—10/12 Standard tourer, 1935 always in family, excellent engine and body, 28 mpg, no oil, 4-seater, 4-door, unusual power reserve, folding windscreen, selling for 2-seater.—Taylor, Thatchers, Limpsfield, Surrey. [3957]

**1947** smart, excellent performance; £215; Trad-Enquiries Welcomed; terms and exchanges.—Rois Automobiles, Ltd., 127, Parkway, W.1 (near tube, Camden Town Station), Euston 2703 and 6894. [C3059]

## STANDARD 8

**1956** (March) Standard Super 8, elfin green, brown leather, mileage under 500, new condition in all respects; cost over £630; really good value at £575; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4085]  
**STANDARD** 8 de luxe, 1955, mileage 10,600, grey with red leather upholstery, extras include high-compression head, twin S.U. carburetors and special exhaust system, which gives a terrific performance, radio, heater, knock-on dummy chrome wire wheels, radiator grille, stoneguard, wing mirrors, etc., to-day's price with extras £780; offered for sale at £550 o.n.o.; Woodlands Avenue, Walsall, Staffs. Tel. Walsall 5811 or Great Barr 2956 evenings. [3869]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## STANDARD 10

**PHILIP RICKARDS**, Ltd., offer:—

**1955** (January) Standard 10 saloon de luxe, grey/red leather, 8,000 miles, taxed for year; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

**WARWICK WRIGHT**, Ltd., offer:—

**1955** Standard 10 de luxe saloon, black and blue, red upholstery, 6,000 miles; £550.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C4045]

**BERKELEY SQUARE HOUSE GARAGE**, Ltd., offer:

**1955** (Nov.) Standard Super 10, dual colour, sapphire blue, black top, red leather, radio, heater, mileage under 800, as new; £645.—Berkeley Sq., London, W.1. Grosvenor 4343. [3870]

**ALEXANDER LAYSTALL**, high-power conversions for Standard 10.

**A** send for data sheets and road tests.

**ALEXANDER ENGINEERING CO.**, Ltd., Hadenham, Bucks. Tel. 345. [C1094]

**1955** Alexander Laystall high power conversion, and anti-roll bar, low mileage; £550.

**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Tel. 3727. [C1094]

**ROSE & YOUNG**, Ltd., offer 1956 Standard super 10, de luxe, blue, taxed, 2,500 miles only; £565.—65-69, Hill St., Avenue, Streatham Hill Station, S.W.2. [C3057]

**1956** Standard Super 10 saloon, black, red leather, tubeless tyres, Alexander Laystall high-power conversion, anti-roll bar, works mileage only; £575.

—Alexander Engineering Co., Ltd., Hadenham, Bucks, Tel. 345. [C1094/1]

**1955** (Nov.) Standard Super 10 saloon, black with red vynlide upholstery, one owner, 5,000 miles, heater, Ace Rimbellishers and other extras, immaculate throughout; £575.—Eastern Automobiles (Southend), Ltd., 1163-7, London Rd., Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 71271. [4145]

## STANDARD 10 Cars Wanted

**ALMOST** new Standard 10 required immediately.—Morley, 76, Cambridge Rd., Kingston. [W3016/R] 8885.

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## STANDARD 12

**1947** Standard 12hp saloon, very clean; £265.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071]

## STANDARD 14

**1947** drop head, excellent condition; £250; can be seen London.—Oxshott 94. [3944]

**£275**—Genuine opportunity, 1948 14.—A.Z. Motors, Palmerston Rd., N.W.6, Ma. 4723. [C101]

**1946** Standard 14 drop head coupe, immaculate condition including new engine 1955, extras; £265 o.n.o.—Gosport 89025. [4056]

## STANDARD VANGUARD

**DICKS**.  
**1949** Vanguard saloon, bargain; £295.

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Ma. Vale 6888-9. [C1072]

**CAR MART**, Ltd., 163, Bromley Rd., S.E.6. Hither valid. [C1039]

**1953** Standard Vanguard saloon, heater; £465.

**CAR MART**, Ltd., 163, Bromley Rd., S.E.6. Hither valid. [C1039]

**RAYMOND WAY**.  
**RAYMOND WAY OF KILBURN**.  
**RAYMOND WAY**, The Hire Purchase specialists.

**1955** Standard Vanguard saloon, Comet blue with maroon upholstery, practically new and unused, 2,000 miles only, confirmed by previous owner; 699gns.

**H** no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6, Ma. Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

**PHILIP RICKARDS**, Ltd., offer:—

**1952** (August) Standard Vanguard saloon, black, grey hide, heater, 33,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

**A. SAUNDERS**, Ltd., offer:—

**1953** Vanguard, black, red upholstery, heater; £465.

**H. A. SAUNDERS**, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092]

**CHARLES FOLLETT**, Ltd., offer:—

**1955** Vanguard saloon, grey, leather, overdrive, 5 radio and heater, mileage 8,000, sold new by us, excellent condition.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE**: Works and Stores, Barnsdale Yard, of Elgin Ave., W.9. Cunningham 5936. [C2010]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD VANGUARD

1950 Vanguard sin. grey/blue hide interior; £325; terms.—Worthing 1839. (C4027)

VANGUARD, 1951, blue, always garaged, bargain, must be sold; £345.—Rushlip 6132. (C3605)

1952 Vanguard, black, one owner, under 27,000; £425.—Saunders, Hathaway House, Evesham, 2361. (C3642)

1954 Vanguard utility, guaranteed; £390; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. (C3029)

£398.—Standard Vanguard 1951, leather, heater, excellent condition throughout; choice 3; many others. (C3017)

BENMOTORS, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7 and Park 2971. (C3017)

1955 Vanguard, blue, overdrive; also new Vanguard III, immediate delivery.—Elliot's Ltd, Bideford, Tel. 744. (C3017)

1956 Vanguard Phase II saloon, 100 miles only; £750.—Sidney Marcus Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

£395.—1952 Standard Vanguard, heater, superb condition; terms.—Autonips, 5, Balham High Rd., Balham 1509. (C1009)

1950 Vanguard, in excellent condition throughout; £345.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pol. 2100. (C3669)

1952 Vanguard, recellulosed black, one owner, leather, heater, genuine 25,000 miles, guaranteed; £475.—Campbell Symonds, Wembley 6262. (C1037)

1955 Vanguard, radio, heater, 10,000 miles; £266.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.5. Ken. 4633. (C3036)

1954 Vanguard, black, heater, low mileage, excellent condition; £345.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. (C1097)

1952 Standard Vanguard saloon, radio, heater, unmarked; £465.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 50395. (C3095)

AZ MOTORS offer 1952 Vanguard, fitted heater, perfect condition; bargain offer; £111. Also 1953 Estate car, £450.—Palmerston Rd., N.W.6. Tel. Mal. 4723. (C1011)

1953 Phase II, black, one owner, regularly maintained, carefully used, excellent condition; can be inspected 28th April; £455.—Write Rose, 58, Faghurst Rd., Croydon. (C4106)

595 gns.—Standard Vanguard 1955 model Phase II saloon, Elin grey, fawn leather, screen-washers, one owner, excellent condition; terms; exchange.—Rowland Smith, below. (C3006)

425 gns.—Standard Vanguard December 1952 saloon, leather, heater, one owner, excellent condition; terms; exchange.—Rowland Smith, below. (C3006)

325 gns.—Standard Vanguard November 1949 saloon, very good condition; choice of 6 Vanguards; terms; exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

OVERDRIVE Vanguard estate car, 1956 model, heater and radio, grey/blue interior, only 3,500 miles, cost £1,100; bargain at £275.—S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

1954 Standard Vanguard saloon, colour black, red hide interior, heater, privately owned, new and well maintained, low mileage; price £550.—Miss H. Seddon, 2, Merland Rd., Marton, Blackpool. Tel. Marton 57. (C3752)

1954 Standard Vanguard saloon, in really excellent condition throughout, one careful owner, speedo reading 13,000, spare has not been used, fitted heater, a real bargain at £499 or £250 down balance over 24 months.—Tel. Redhill 3228. (C3669)

1949 Vanguard saloon, radio, heater, leather, immaculate appearance; £335; Trade Enquiries, terms; exchange.—S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

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1949 Vanguard saloon, radio, heater, leather, immaculate appearance; £335; Trade Enquiries, terms; exchange.—S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

1954 Standard Vanguard saloon, in really excellent condition throughout, one careful owner, speedo reading 13,000, spare has not been used, fitted heater, a real bargain at £499 or £250 down balance over 24 months.—Tel. Redhill 3228. (C3669)

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## Studebaker Spares and Service

EXCHANGE engines and overdrive gear boxes, including hydraulic on post-war vehicles; technical service available. (C4027)

LIANCE AUTO CO., 80, Parsons Mead, West Croydon, Surrey. Croydon 1866. (0763/R)

## SUNBEAM

R ROOTES HAVE available a range of Sunbeam cars of very low mileage. (C1011/R)

CUNYSHIRE House, Piccadilly, W.1. Grosvener 3401. (C1011/R)

JACK ROSE, Ltd., offer:—

1955 model Sunbeam Mark III saloon, Alpine mist, overdrive, heater, many extras; most outstanding at £325.—Stafford Rd., Wallington, Surrey. Wallington 6677 and Burgh Heath 2376. (C3056)

GEORGE HARTWELL, Ltd.,

SUNBEAM Mark III saloon, 1956, duo-tone, dawn mist and blue, overdrive, heater, 2,000 miles, as new; £1,250. (C3056)

SUNBEAM Mark III saloon, Alpine mist/red, overdrive, heater, radio, screen-wash, loose covers, fog and driving lamp, new condition; £1,025. (C3056)

SUNBEAM coupe, Mark III, April 1955, crystal green/green, fawn hood, overdrive, 3,400 miles only, can be described as comparable to new; £1,095. (C3056)

SUNBEAM Mark III saloon, 1953 series, dove grey/corinth blue, heater, radio, screen-wash, current model appearance; £725. (C3056)

SUNBEAM Mark III saloon, 1953, Alpine mist/red, heater; £725. (C3056)

GEORGE HARTWELL, Ltd., Sunbeam - Talbot Specialists, 35-41, Holdenhurst Rd., Bournemouth 4161. (C2079)

WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Mark III overdrive saloon, black, red upholstery, radio and heater, 10,000 miles; £1,145. (C4045)

1955 Sunbeam Mark III overdrive coupe, grey, red upholstery, heater, 6,000 miles; £1,175. (C4045)

1955 Sunbeam Mark III overdrive saloon, maroon and grey, grey upholstery, heater, 7,000 miles; £1,145; another in red, beige or grey, low mileage. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

1955 Sunbeam Mark III saloon, 14,000 miles, one owner, as new, Ripco condition; £965. (C4045)

R. Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052)

1955 Sunbeam convertible, black with grey upholstery, fitted overdrive, radio, heater etc., excellent condition; 2995.—Jack Smith, 23, Bruton Pl., W.1. Mayfair 0661-2. (C4062)

1956 Sunbeam Rapier, finished in latest fashion that stole the show at Earl's Court, probably the only one available for immediate delivery in the country. (C3888)

ATLANTIC GARAGES, Ltd., 157, Hovialke Rd., Moreton, Wirral, Cheshire. Tel. Arrowbrook 2215-3. (C3888)

1955 (May) Sunbeam Mark III saloon, green, fitted overdrive, heater, radio, vet. counter, twin Marchal lamps, screenwasher, rad. blind, badge bar, genuine 6,000 miles, taxed year, spotless and as new; nearest £1,000.—T. R. Denton, Wollaston, Near Wellington. Tel. 220. (C3698)

ALMOST new Sunbeam required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016/R)

## SUNBEAM ALPINE

WARWICK WRIGHT, Ltd., offer:—

1954 (December) Sunbeam Alpine (overdrive) roadster, ivory, red upholstery, heater, 7,000 miles; £975. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

WORKING MOTORS (Mercedes Distributors).

1954 model Sunbeam-Talbot Alpine 2-seater, genuine 1,200 miles only; £865.—Maybury Hill Woking 4277-8. (C4057)

## SUNBEAM-TALBOT

TOM GARNER, Ltd., offer:—

1953 Sunbeam-Talbot 90 Mk. IIA sin. Alpine mist, h.r. rad., nominal mileage; £645. (C2020)

1954 Sunbeam-Talbot 90 Mk. IIA sin.; crystal green rad., 6,000 mls. only; £595. (C2020)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9655-7. (C2020)

CHARLES FOLLETT, Ltd., offer:—

1953 Sunbeam-Talbot Mk. IIA 90 saloon, blue, heater, speedo reading 17,000 miles, serviced; £775. (C2010)

3 MONTHS' guarantee; h.p. facilities and part exchange. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. (C2010)

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIA convertible, green, green upholstery, radio and heater, 17,000 miles; £895. (C4045)

1954 Sunbeam-Talbot 90 Mark IIA saloon, grey, red upholstery, radio and heater, 12,000 miles; £845. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

1950 Sunbeam-Talbot 80 saloon, immaculate, one owner; £460. (C2068)

1950 Sunbeam-Talbot 80 drop head coupe, recent reconditioned engine, spotless appearance; £475.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. (C2068)

SUNBEAM-TALBOT 90 Mk. IIA saloon or coupe wanted by private buyer, low mileage.—Box 1140. (C4116)

## SUNBEAM-TALBOT

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1939 Sunbeam-Talbot d.h.; £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1953 Sunbeam-Talbot Mark IIA saloon, heater, radio, 23,000 miles, immaculate condition throughout; £565. (C4015)

1953 Sunbeam-Talbot Mark IIA coupe, 25,000 miles, heater; £585. (C4015)

1952 Sunbeam-Talbot 90 saloon, heater; £475.—J. ASHALL & SON (ENGINEERS), Ltd., Windle City Garage, Moss Bank Rd., St. Helens. Tel. St. Helens 4630. (C4015)

£525 !!!—1951-2 Sunbeam-Talbot Mark II de luxe saloon, beautiful condition throughout, only one owner.—Below. (C4015)

£595 !!!—1952-3 Sunbeam-Talbot Mark II de luxe saloon, undoubtedly the finest and most beautiful you can see, bodywork virtually new, interior unwork, chassis 100 per cent. (C4015)

£455 !!!—1950 Sunbeam-Talbot 90 sports saloon, only three owners, immaculate and in 1954 condition. (C4015)

LAMBS OF WOOD GREEN (established 1897)—100 L guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

£465 !!!—Sunbeam-Talbot 90, 1952 model, convertible, radio, heater, excellent condition; terms; exchange.—Perivale 0530. (C2052)

£425 !!!—Sunbeam-Talbot 90 saloon, Nov. 1949, 14hp, mechanically perfect and just resprayed, good tyres; exchanges, h.p.—Kington 7136. (C3901)

1955 Sunbeam-Talbot 90 saloon, new condition; £1,050; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

£260 !!!—Sunbeam-Talbot, 1946, 50,000 miles, resprayed.—Fidcock, 33, Giebo Place, Chelsea. Flaxman 9738 evenings. (C4187)

SUNBEAM-TALBOT 80, October, 1950, fitted H.M.V. 1600 cc. engine, heater, loose covers, Rinaldishev new tyres, absolutely unscratched, 29,000 miles only; £495. (C4019)

EXCHANGE your car for the economic Renault; we offer our part exchange and h.p. facilities. Write or write Eric Hayes, Ltd., 15, Bishopsgate Bridge Rd., Farringdon, W.2. Ambassador 8266. (C2033)

1950 model 80 Sunbeam-Talbot convertible coupe, beautiful condition; £460.—Smith & Hunter, 376, Kensington High St., W.14. Western 2306. (C4019)

1955 (June) Sunbeam-Talbot Mk. III sports saloon, overdrive, radio, low mileage, magnificent condition; £585.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

£250 !!!—Sunbeam-Talbot 10hp sports saloon, positively immaculate, goes like a dream; terms; exchange.—Brosdy Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175-302. (C1019)

£525 !!!—1951 Sunbeam-Talbot 90 saloon, black, beige interior, heater, superbly maintained specimen.—Brosdy Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175-302. (C1019)

£495 !!!—1951 Sunbeam-Talbot 90 saloon, black, beige interior, taxed, superb over through-out.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

OCT.—1954 Sunbeam-Talbot 90, genuine 10,000 radio, heater, taxed year, one elderly owner, a superb example of this quality car; £850.—Pembury Car Sales, Tel. 594 Pembury. Ken. (C3972)

1939 10hp touring, green/red leather, new hood and side screens, 5 good tyres, recently decarbonized, excellent condition; £240.—Farmer, 333, Hendon Way, N.W.4. Hen. 8305. (C3770)

MARCH 1954 Sunbeam-Talbot IIA convertible, one owner, excellent throughout, heater, screenwash, polished hood and thin gasket, clocks 100+, 23,000 miles; £800.—Shand, Vicars Lane, Chester 24384. (C3594)

£295 !!!—1948 Sunbeam-Talbot sports tourer, 4-seater, smart fast car, also 1951 convertible, good buy at £455; terms and exchanges.—Traynor Motors of East Ham, Grangeview 2530-5634. (C4032)

£645 !!!—Sunbeam-Talbot 1953 Mk. IIA drop head coupe, 15,000 miles, as new, local owner, mist grey, red leather, heater, taxed; £645; terms; exchange.—Ross Motors, Ltd., Regent St., Hinxley, Leeds. Tel. Hinxley 558-9. (C3682)

1954 A modified Sunbeam-Talbot to 1955 specification, radio, heater, wind screen washers, 17,000 miles, duo-tone grey, never used in competitions, direct gear change, this car is almost as new; £285; terms and exchange.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. (C4018)

495 gns.—Sunbeam-Talbot 90 1952 model Mar. II sports saloon, satin bronze, sliding head, red leather, radio, heater, excellent condition; terms; exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**SWALLOW DORETTI**  
1954 (Sept.) Swallow Doretti, green, excellent throughout; £675; terms, exchanges—Richards & Carr, Ltd., 55, Kinnerton St., Belgrave 3711. [C3045]

**TALBOT**  
£185.—Talbot 10 sports saloon, 1939, very nice example; easy terms, exchanges.—B. & G. Motors, 194-5, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

£159.—1937 Talbot 10, four-seater drop head coupe, excellent condition, bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12. (100 yards Clapham South Tube). Bat. 1107. [C2024]

145 gns.—Talbot 1938 3-litre de luxe saloon, sliding heater, good leather, manual gear change, radio, heater, good tyres, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**Talbot Spares and Service**  
JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.15. Vandyke 1612. [C0896]

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [C0863/R]

**TRIUMPH**  
L. F. DOVE offer:—

1954 Triumph TR2, choice of two, black and green, one owner, heater, £695.—L. F. Dove, Ltd., 69, Broadway, Wimborne, S.W.19. Liberty 3456. [C1076]

JACK ROSE, Ltd., offer:—

1955 Triumph TR2 sports in red, a beautiful car, genuine bargain, almost unmarked; £745.—Stafford Rd., Wallington, Surrey. Wallington 5677 and Burgh Heath 2376. [C3056]

B. J. HUNTER, Ltd., offer:—

1951 Triumph Mayflower drop head four-seater coupe, 2-seater, unusual car; £450.  
1949 Triumph 2000 Roadster, very fine and original car; £450.  
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**CLUBMAN TRIUMPH offer:—**

1949 2000 Roadster, black, with red leather, works reconditioned, engine, extensive overhaul, p.v.c. hood, very fine example; £435.  
138.—142, High St., Totting, S.W.17. Bal. 3494. [C1095]

H. BEART & Co., Ltd., offer:—

1953 (November) Triumph Renown saloon, grey, with red upholstery, fitted radio and heater, an exceptionally well maintained one-owner car which we can thoroughly recommend; £565.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. [C1061]

**CHIPSTEAD MOTORS, Ltd., offer:—**

TR2: selection of various models coming into stock, most are invited.  
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

**WESSEX MOTORS, New St., Salisbury.**

1956 Triumph TR2 sports, British racing green with beige leather, nominal mileage, as new; £875.  
TEL. Mr. Webb-Bowen, Salisbury 3275. [C4067]

**A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.**

1949 Triumph Renown, black, beige leather, excellent condition; £355, maximum h.p. [C1001]

1948 Triumph 1800 saloon, black, radio; £375.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1949 Triumph Roadster, light green, excellent mechanically and bodily; £437. [C437]

**THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford, Surrey. Tel. Guildford 67227-8.** [C3099]

£398.—Triumph 2000 Renown 1950, one owner, original throughout; choice 2; many others.  
BENMOTORS, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube). Park 5067 and Park 2971. [C1017]

**LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—**  
(Dec.) Triumph 1800 saloon, black, one owner, immaculate order throughout; £345. [C2058]

**SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—**

1949 Triumph Renown 2000, £345; 1947 Triumph 1800 saloon, heater, £295.—355, High Rd., Wembley. Midx. Tel. Wembley 4422. [C4015]

TR2 1955 (Aug.) red, 6,398 miles, as new, £735; 1954 (June) TR2, red, 19,890 miles, very fast, £645. [C4015]

**JONES'S GARAGE, TR2 Specialist, Syston Leics.**  
Syston 6857. [C3621]

**TRIUMPH 1800 Roadster, 1947, grey, good condition throughout, 56,000 miles; £370 o.n.o.—Bay, 1133, ext. 53.** [C3713]

**MAYFLOWER, grey, first registered Dec., '52, excellent condition, any inspection; £390.—Tel. Sandhurst 2523.** [C3613]

1953 Mayflower, green, heater, only 24,000 miles, guaranteed; £495.—Campbell Symonds, Wembley 6262. [C1037]

1952 Triumph Renown, black with brown leather, fitted heater, excellent tyres, immaculate condition; £425. [C4018]

**EXCHANGE your car for the economic Renault; we offer our part exchange and H.P. facilities.—Phone or write to Eric Hayes, Ltd., 13, Bishops Cleeve Rd., Paddington, W.2. Ambassador 8266.** [C2035]

£410!!!—Triumph Renown, 1951 (Nov.), grey, heater, excellent condition; terms, exchanges.—Perivale 0530. [C4045]

**TRIUMPH**  
TR2, 1954 (October), 15,000 miles, exceptional; £645.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

1955 Triumph TR2 hardtop, new condition; £755; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1954 (late) TR2, 15,000 miles, heater, engineer owned; excellent condition; £610.—Hunt, 87, King St., Bedford. Tel. 2194. [C3052]

1933 Mayflower in black, very low mileage, one owner; £435.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023]

**AZ MOTORS** offer: 1950 Renown, beautifully maintained vehicle; £595.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

**TRIUMPH TR2 (July, 1955), one owner, genuine mileage 2,500, as new throughout; £770 or terms.** [C4063]

TR2 1955 (May), 7,000 miles, ivory, red interior, exceptional; £750.—Johnson & Brown, 268-270, High St., Bromley. Ravenborough 8841-2. [C2073]

1948 Triumph 1800 Roadster, black, fawn leather, new red plastic hood, fine condition; £395.—Hillwood Motors, Hill Hill (London) 4252. [C3004]

1954 Triumph TR2, B.R.G., 17,000 miles, excellent condition; £650.—Tel. Irving-Swift, Kirby Muxloe 334 (Leicester). [C4057]

1949 Triumph Roadster, grey, heater, excellent condition, only 29,000 miles; £590 o.n.o.—Uxb. 3803. [C4067]

**TRIUMPH TR2, first registered 1955, black/red, almost like new; £725.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7586.** [C3536]

1952 (July) Mayflower saloon, black/brown, heater, leather, one owner, 28,000 miles, spot lamp; £420.—Friary Motors, Old Windsor. Windsor 2012. [C0173/R]

1955 (July) TR2, 9,000 miles only, one owner, wire wheels, immaculate; £765.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2065]

£840.—Triumph TR2, new, unregistered; £130 below list.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube). Bat. 1107-8-9. [C2024]

**ARCHIE SIMONS & Co., Ltd.—1953 Triumph Mayflower saloon, colour grey, leather upholstery, one owner, immaculate; £445.—93, Ot. Portland St., W.1. Lane. 1343. [C0801]**

1952 Triumph Renown, radio, heater, taxed December, one owner, excellent condition; £450.—Bruce France, 8a, Cromwell Mews, South Ken. Fla. 0513. [C2036]

TR2: 1954 (July), green, overdrive, heater, tonneau, screen washer, spot and reversing lights, radio, etc.; £650.—Scott, Underwood Cottage, Rawdon, Leeds. Tel. Rawdon 1193. [C3709]

1950 Triumph Renown, maroon, heater, 2 owners, £385; 1951 (Dec.) Triumph Renown saloon, grey, one owner, heater; £415.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

1952 Renown in dual tone beige with blue leather and fitted overdrive, H.M.V. radio and heater, a one-owner car in excellent condition; £495.—K.J. Motors, Ltd., Bromley. Rav. 3456. [C4155]

1949 (Oct.) Triumph Renown 2000 saloon, black, grey leather, new engine recently fitted; £335.—Sheppard, "Chestrut Chase," Bovingdon, 3106. [C4078]

1939 series Triumph Dolomite 1½-litre drop head four-seater coupe, cream, blue leather; £125; exchanges; terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1955 TR2, B.R.G., 7,000 miles, heater, chrome luggage grid, fog lamp, sliding windows, wire wheels, 3-speed overdrive, not raced or used in rallies, immaculate, 7/27; £625 (part exchanges)—Pembury Car Sales, Pembury 394; Kent. [C3756]

1955 TR2, black, silver wheels, red upholstery, 6,000 miles, fitted overdrive, heater, tonneau cover, leather upholstery, windscreen washers, Lucas spotlamp; £730 o.n.o.—Littwood, Bradley, Stafford. Bradley 224. [C4068]

TR2: with soft fawn top, July, 1955, 15,000 miles, rad. blind, overdrive, screen washers and other extras; recommended at £700 but offers considered.—Teyn, 17, St. Ann's Ave., Grimsby. Tel. 56341. [C3602]

695 gns.—TR2 1955 super sports 2-seater, B.R.G., heater, adjustable steering, one owner, exceptional; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 TR2, in really exceptional condition, finished in deep red with white hood and grey upholstery, competition springs and dampers, specially tuned engine, windscreen washers, tonneau cover, recent engine overhaul, good tyres.—(Manchester) Box 1026. [C4058]

**SPECIAL Triumph Roadster 2000, balanced Laystall S engine with TR2 crank and bearings and twin 8 V. carburetors with special manifold just run-in; under sealed; car maintained regardless of cost, recently including new steering box and front suspension; almost new Exide Silver Star battery; tight and lively as a new sports car; £500.—Archway 1324 (London), bus. ness hours.** [C3764]

**Triumph Cars Wanted**  
R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

TR2 Belgrave 3711. [W3045]

**WANTED, 1955 Triumph saloon, small mileage, good condition.—Box 0953.** [C3561]

**REALLY good TR2 wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. (W1088)**

**MARSTON MOTORS Co., Ltd., for your Triumph.** N.15. Tel. Sta. 6000.—Seven Sisters Rd., Tottenham. [C1022/R]

**ALMOST new Triumph required immediately.** Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

**Triumph Cars Wanted**

B. J. HUNTER, Ltd.,  
FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

**CASH immediately for good Triumph.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611.** [W2501/R]

**Triumph Spares and Service**  
TRIUMPH distributors for spares, service and repairs.

TEL. Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [C0918/R]

**BASIL ROY, Ltd., Triumph spares stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7735.** [C1043/R]

**LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.** [C0302/R]

**Triumph spares for all post-war models; largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322).** [C0355/R]

**UTILITY CARS**  
COACHCRAFT offer:—

£225.—1948 Standard 8 estate brake, manufacture's body with fold-flat seats, superior order throughout, 3 months' mechanical guarantee, terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]

**RUSSELL MOTORS offer:—**  
1951 Vanguard estate car, overdrive, radio, heater, leather fog lamp, etc.; £465.  
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

**METROPOLITAN MOTORS.**  
HILLMAN, Humber, Sunbeam, Commer.  
400 miles only, Bedford Dormobile; £695.

**METROPOLITAN MOTORS, Horn Lane, Acton, W.3.** [C3090]

**H. A. SAUNDERS, Ltd., offer:—**  
1954 Dormobile, grey, heater; £495.

**H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 3272 (8 lines).** [C4092]

1953 Standard Vanguard estate car, very good condition, grey, with heater; £425.

1951 Lea-Francis shooting brake, coachbuilt 4-door bodywork, in perfect interior and exterior order; £355.

**FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234.** Open week-days 8 a.m. to 6 p.m. [C2003]

**NOV. '51 Vanguard brake, new engine '54, new tyres, battery, steering box; £275.—Aldrichman 4648.** [C3851]

**G & M ALFREDS (1936), Ltd.—1952 Morris 8, 5-seater utility.—6-7, Warren St., Euston 3268.** [C1005]

**BUNTINGS MOTOR EXCHANGE for Utilities.** All makes Bradford specialists, list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [C0621/R]

1951 Ford 10 7-seater utility, in very good order; £310.—Frank Watson (Croydon), Ltd., Thornton Rd., Croydon. Thornton Heath 4221. [C4153]

**ESTATE CARS, Ltd., 221, Upper Richmond Rd., S.W.15. Putney 276-7.** Specialists purchase and sale of utilities. 9-7 week-days. 9 a.m.-2 p.m. Sun. days. [C0571/R]

**AZ MOTORS offer utility bargains.—1953 Vanguard estate car, £450; 1951 Bradford, 1951 Bradford Bedford, spotless, 1947 (red.) Minx, £145; Palmerston Rd., N.W.6. Tel. Mai. 4723.** [C1011]

565 gns.—Hillman Minx (September, 1954) Phase VII estate car, heater, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, bel. [C4018]

325 gns.—Austin A40 1951 5-seater estate car, removable rear seating, side windows, rear engine, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 Bedford Dormobile, grey, excellent condition; £495.—Montree Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3098]

1952 Bradford utility; engine reconditioned; in very nice condition; mileage 27,000; £245.—Gordon Wooderson, 48a, Drestead Rd., S.W.16. Streatham 9858. [C4058]

**BEDFORD Dormobiles by Martin Walter.** A few low-mileage models in stock.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3016]

**Utility Cars Wanted**  
R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

**BEDFORD Dormobile by Martin Walter wanted.** Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3016/R]

**ESTATE CARS, Ltd., the utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—221, Upper Richmond Rd., S.W.15. Putney 276-7.** [C0572/R]

**VAUXHALL 14**  
1946 Vauxhall 14 saloon; £285.—Montree Motor (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068]

1947 Vauxhall 14 saloon, black, excellent condition, written guarantee; £285.—Newbery Cars, Muswell Hill, N.10. Tel. Tudor 3394. [C4001]

**VAUXHALL WYVERN**  
B. J. HUNTER, Ltd., offer:—  
1954 Vauxhall Wyvern saloon, most economical and attractive; £548.  
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL WYVERN

1956 Vauxhall Wyvern, mileage 122; unrepeatable bargain at £675.—Smith's Motors, Dovercourt. Tel. Harwich 701. [3799]

1954 (Aug.) Wyvern, one owner, black/brown vinyl, wing mirrors, heater, a reasonably priced very popular model. £485.—J. DAVY, Ltd., 180/3, Kensington High St., W.8. Western 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1063]

AZ MOTORS offer 1950 Wyvern, nice condition; £395.—Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011]

1955 Vauxhall Wyvern, ow mileage, heater; £645.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 3185. [C3085]

1951 Vauxhall Wyvern, recent overhaul and cellulose; £395.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

PRIDE & CLARKE, Ltd.—1955 Vauxhall Wyvern saloon, 11,000 miles, heater, £395; 1955, heater, £499.—Stockwell Rd., S.W.9. Brixton 6251. [C3066]

1950 Vauxhall Wyvern, dark green, serviced by main Vauxhall agent; inspection invited; £340.—Tel. Mac. 4799. [C4091]

WYVERN, '55, green, 26,930 miles, immac. throughout, out, over driven, numerous extras, taxed; nearest £515.—James, Arcade Corner, Ammanford, Carmar. Tel. 269. [4105]

1954 Wyvern, black with brown upholstery, a one-owner car, fitted heater, screenwash, fog lamp, bonnet motif, treadplates; £550.—K. J. Motors, Ltd., Bromley. Rav. 3456. [4156]

1955 Wyvern, black, 9,000 miles, one careful owner; £600; terms at exchange.—Mebes & Mebes, Ltd., The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040/6642. [C3012]

1949 (May) L-type Wyvern saloon, black, grey interior, just fitted works reconditioned engine, one owner since new; £375.—Robbins, East 7th St., Tel. 7891. [C5010]

1952 (August) Vauxhall Wyvern, superb appearance and mechanical condition; £465.—Kirk-ale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066]

1955 Vauxhall Wyvern, black, heater, one owner; 7,000 miles only, literally unmarked.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hon. 0175/9309. [C1115]

1951 Vauxhall Wyvern saloon, black, with brown leather interior, heater, very good condition; £385.—Garage Services Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C5019]

BOWES ROAD GARAGE.—Wyvern, 1951 model (December), saloon, leather, heater, excellent condition, guaranteed; £375.—Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2294-5-6. [4050]

1950 (Jan.) Wyvern, two owners, black/brown hide, heater, recently overhauled 10,000 miles ago, recommended car, engine overhauled; £410.—J. DAVY, Ltd., 180/3, Kensington High St., W.8. Western 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069/1]

525ms.—Vauxhall Wyvern 1954 saloon, metallic-chrome green, heater, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1951—This car is at the moment in the fitted shops having a factory replacement engine fitted; the car is taxed until December and is fitted with heater, blue with brown leather interior, a real bargain; £415.—Putney 2790. [C3069]

## VAUXHALL VELOX

AI at Browns.

1954 Vauxhall Velox, black and red leather, carefully used and maintained; £545 secure.—W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2264. [C1025]

KJ MOTORS, Ltd., offer:—

1954 Velox in Caribbean blue, fitted heater, in first-class condition; £565.

1953 Velox saloons, choice of 3, one-owner cars, finished in green or grey, all fitted heater and other accessories; from £485.

WIDMORE Rd., Bromley. Rav. 3456. [4154]

PHILIP RICKARDS, Ltd., offer:—

1954 Vauxhall Velox saloon, grey, radio, heater, 20,000 miles; part exchanges, deferred terms; 4, Brick St., Park Lane, London W.1. Tel. Grosvenor 4772-3. [C3051]

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1951 Vauxhall Velox saloon, black, one owner; very good performance; £425.—FELL Rd., Croydon. Tel. Croydon 7464. [C1076]

1953 Vauxhall Velox saloon, dual colour ivory and grey, perfect example throughout; £485.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 5 a.m. to 6 p.m. [C2006]

1955 Velox, grey, one owner, very carefully used; £650.—Campbell Symonds, Perivale 4456. [C1037]

1954 Velox, grey, one owner, heater, guaranteed; £575.—Campbell Symonds, Wembley 6262. [C1037/1]

1950 Velox, black, excellent condition, 25,000 miles, taxed to December, private sale; £390.—Ley 4509. [3667]

1956 Velox, black, heater, only 2,000 miles, guaranteed as new; £775.—Campbell Symonds, Wembley 6262. [C1037/2]

PRIDE & CLARKE, Ltd.—1954 Vauxhall Velox saloons, heater from £479-237, Brixton Hill, S.W.2. Tel. 3664-5. [C3066]

1955 Vauxhall Velox, heater, very good condition; £645.—Cavendish Motors, Cavendish Rd., N.W.8. Willesden 0046/7/8. [4043]

## VAUXHALL VELOX

1953 Vauxhall Velox saloon, low mileage, very carefully used, excellent condition, heater; £495.—Perivale 7366. [4184]

G&M ALPRED'S (1956), Ltd.—1956 Vauxhall Velox saloon—negligible mileage 0467, Warren St., W.1. Euston 3268. [C1005]

1955 Vauxhall Velox saloon, silver straw, 10,000 miles, one owner; full written guarantee; £660.—STEEL GRIFPITHS, London, S.E.5. Rodney 2201-6. Brixton 7354. Hottelwood 4606. [4161]

1953 Vauxhall Velox, upholstery covers, extras; £445.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1954 Vauxhall Velox, radio, heater, loose covers, in exceptionally good condition; £545.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046/7/8. [4040]

1954 Vauxhall Velox, low mileage, radio, heater, as new; £595.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3085]

1954 Vauxhall Velox saloon, finished in grey with grey upholstery, low mileage; £655.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 3141. [4034]

1955 Vauxhall Velox, as new, genuine 6,000 miles, grey, heater, screenwash, fog lamp, wing mirrors, etc.; £675 o.n.o.—Williams, 16, Elmleigh Gdns., Southampton 8623 Southampton. [3614]

VAUXHALL VELOX, February, 1953, full de luxe with radio, heater and every extra, low mileage, finished Cresta cream and green colour scheme; £485; terms, exchanges.—Tel. Birmingham Highbury 3306. [4142]

VAUXHALL Velox saloon (Jan.), 1954, fitted heater and radio, one owner, clean and sound, excellent condition; £565; terms and exchanges.—West London Motors, 205-209, Fulham Palace Rd., W.6. Ful. 0052. [3795]

TANKARD & SMITH, Ltd., offer 1955 Vauxhall Velox saloon, grey, one owner, heater, immaculate condition throughout; £675 three months' written guarantee.—191-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

## Vauxhall 23 Cars Wanted

VAUXHALL 25 1957 standard saloon, rear boot, door wanted.—Kemp, Whitepost Farm, Ash, Canterbury. [3704]

## VAUXHALL CRESTA

1955 model Vauxhall Cresta saloon; £695.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

1955 model Cresta, grey and white, radio, unblemished, one owner, guaranteed; £725.—Campbell Symonds, Wembley 6262. [C1037]

1955 (May) Vauxhall Cresta, radio, heater, taxed December, low mileage, superlative; £725.—Bruce France, 88, Cromwell Mews, South Ken. Fla. 0513. [C2096]

VAUXHALL Cresta, 1955, one owner, radio, fog lamp, upholstery covers, 15,000 miles, taxed, green and blue, carefully maintained; £685.—Cecil Pohlman, 194, Fore St., Hertford 2895. [4035]

## VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at 4-6, Berkeley Sq., W.1. Grosvenor 4328. [0117/R]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1954 Vauxhall Velox, grey, grey upholstery, heater, mechanically sound; £565.

1954 Vauxhall Velox, green, green upholstery, radio, heater and spotlight; £575.

1954 Vauxhall Wyvern, black, brown interior, in excellent condition; £545.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032]

VAUXHALL used cars.—They are better and cheaper in the South.—Phone Mansfields, Ltd., Sussex. Vauxhall Main Dealers. Eastbourne 3003 or Hove 4666.

PART exchange and hire purchase available.—Mansfields, Ltd., 17, Cornhill Rd., Eastbourne. 0936/R.

GRAHAM BROTHERS "Autorama" for quality-tested "used" Vauxhall cars; your key to real used car value. Look for the "Autorama" at Graham Bros. (Motors), Ltd., 739-735, Chester Rd., Brixtonford (Trafford 3311). [0285/R]

## Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube) N.2.3 Ham. 6041. [W4018/R]

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars. 4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]

ALMOST new Vauxhall required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 9885. [W3016/R]

VAUXHALL cars, post-war models, urgently required.—Goff's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R]

CASH immediately for good Vauxhall.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R]

## Vauxhall Spares and Service

## C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R]

VAUXHALLS.—Reconditioned service units available from stock for D.K., D.V., H.I., J.C.V., Velox, Wyvern, PCL models; gear boxes, suspension units, steering, gears, differentials, rear axle assays, water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

TRIUMPH, Aerodrome Rd., London, N.W.4. Hendon 1605-6. [0064/R]

## VETERAN CARS

WELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915. [C4070]

## VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE VOLKSWAGEN CENTRE.

THE original U.K. specialists and leading distributors. insist on our genuine spares and specialized service, coachbuilding, cellulosing; new, used and re-conditioned cars.—Tel. Ripley 4361. [0375/R]

WM WELBECK MOTORS for Volkswagen.

1955 de luxe saloon, sunshine roof, strato silver—W. J. Beck Motors, Ltd., 107, Crawford St., London, W.1. (near Baker St. Station). Welbeck 1139. [C4049]

EUROPEAN CARS, Ltd., offer:—

1955 (May) Volkswagen de luxe sun roof saloon, black, 8,000 miles, excellent condition; £665.

1955 (September) Volkswagen van, 6,000 miles, one owner, excellent condition; £580.

1955 (March) Volkswagen Microbus, one owner; £725.

1954 Volkswagen, de luxe fixed head, beige, 30,000 miles, radio, road condition; £550.

129 Old Brompton Rd., S.W.7. Fre. 7722. [3807]

RICHARDS & CARR, Ltd., are always best value.

1955 Volkswagen de luxe saloon, one owner, choice of two; 7,900 and 13,000 miles; £635 and £615.

1954 Volkswagen de luxe saloon, 1,192cc, 24,600 miles, excellent example; £545.—35, Keimerton St., S.W.1. Belgrave 3711. [C3045]

1955 Volkswagen, one owner, 7,000 miles, strato-blue; £635.—Ham. 6231.

1954 Volkswagen de luxe saloon, black, 12,700 miles—excellent condition; £545.—Box 0927.

CASS'S MOTOR MART, 1954 Volkswagen Microbus 9-seater, two-tone brown, one owner, written guarantee—S. Warren St., W.1. Euston 4110. [C1040]

1956 Volkswagen, de luxe, mileage 145; unrepeatable bargain at £685.—Smiths Motors, Dovercourt. Tel. Harwich 701. [3798]

1955 de luxe saloon, one owner, exceptional condition; £635.—Davies Motors, Ltd., 273, London Rd., Baines, Staines 4211/5. [C1060]

1954 (June) de luxe sliding head saloon, one owner, 11,900 miles, green, windscreen washer, wide mirrors, one owner car in a really nice condition; £575.

1955 (Sept.) Microbus, one owner, under 5,000 miles, specially finished in parchment silver grey and blue, Turbo Diesel, tartan nylon seat covers, roof rack, folding ladder for luggage loading, chrome bumpers, extras cost over £100; £565.

J. DAVY, Ltd., 180/3, Kensington High St., W.8. Western 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

V&F MONACO MOTORS, the Volkswagen specialists, offer you their unique experience obtained in 6 years of servicing and repair of Volkswagen cars.

V&F MONACO MOTORS.—1955 de luxe saloon, silver blue, loose covers, 8,000 miles; £635.

V&F MONACO MOTORS.—1954 de luxe sun roof saloon, H.M.V. radio, 21,000 miles, beige; £595.

V&F MONACO MOTORS.—1954 de luxe saloon, black, one owner, spotless, 25,000 miles; £565.

V&F MONACO MOTORS.—1953 de luxe saloon, blue, loose covers, other extras; £485.

V&F MONACO MOTORS.—1951 de luxe saloon, l.h.d., one owner, original condition throughout; £395.

V&F MONACO MOTORS.—1947 Standard slns., choice of 4 from £185.

V&F MONACO MOTORS, official Volkswagen agents, 6, Astwood, Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0642/R]

1954 Volkswagen de luxe saloon, strato-silver blue, 11,000 miles, serviced by European Cars, Ltd., immaculate condition; 480ms.—128, Motspur Park, New Malden, Surrey. Mai. 1605. [3566]

NOV. 1954, de luxe saloon, 10,000 miles, ultramaroon, one owner. Undersold, as new, genuine reason for sale; £585 no offers.—Goslett, Meads, Wilton Crescent, Bedford, Bucks. Tel. 360. [3548]

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80mph, while doing 35mph; only suppliers.—West Essex Engineering Co., Ltd., Abridge, Theodon Bois 2077. [0014/R]

1955 (22.12.54) Volkswagen saloon, this car is in immaculate condition, having had a careful owner from new; mileage 14,000; £565; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. Night, St. Annes 03280. [C2063]

Volkswagen Cars Wanted

THE VOLKSWAGEN CENTRE require good Volkswagen cars, all years and models.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. [0080/R]

RICHARDS & CARR, Ltd., buy Volkswagens—35, Kinnerton St., S.W.1. Belgrave 3711 [W5045]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

**Volkswagen Cars Wanted**  
LOW mileage, Volkswagen, sun roof, realistic price, cash.—Dennis, Meadow View, Camelford, Cornwall. [2536]  
**REALLY** good Volkswagen wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. [W1086]  
**VOLKSWAGEN** wanted, de luxe or standard, reasonable.—Phillip, 36, Harbour Rd., Bradford, 6, Yorkshire. [3975]  
**SEE** under Lea-Francis for sale for exchange with Volkswagen de luxe.—Russell, 17, Westway, Heston, Cheshire. [3555]  
**WANTED**—Volkswagen 1954-56 de luxe or standard.—Please write Sinfeld, 124, Knowle Rd., Mirfield, Yorkshire. [3923]  
**WANTED**, 1955/56 Volkswagen: Anglia, 1955, lawn heater, 2,500, offered plus cash.—Tingie, 771, Becontree Ave., Dagenham. [3936]  
**V & F MONACO MOTORS**—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0300/R]

## Volkswagen Spares and Service

**C COLBORNE GARAGE, Ltd.**, Ripley, Surrey.  
**GENUINE** Volkswagen spares; 24-hour postal service; technical service available.—Tel. Ripley 2361. [0935/R]  
**EUROPEAN CARS, Ltd.**, Volkswagen Distributors.  
**NOW** offer increased service facilities in their newly extended workshop.  
**SPECIALISED** repairs on Volkswagen by factory trained mechanics.  
**LARGE** new spare parts stores fully stocked.  
**129**, Old Brompton Rd., S.W.7, Fremantle 7722. [0436/R]  
**MOONS MOTORS, Ltd.**, at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R]  
**V & F MONACO MOTORS**—Service and repairs by factory trained mechanics; spares, reconversion engines, conversions to r.h.d., all V.W. accessories stocked.  
**V & F MONACO MOTORS**, the Volkswagen specialists, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0295/R]  
**REPAIRS** (supervision Mr. Tarrant, diploma V.W. works): TP express twin carburettor installation giving astonishing acceleration, £38 (trade discount); seat covers, £5; exterior sun visor, £4/15; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3, Fri. 2647. [84100]

## WOLSELEY

**EUSTACE WATKINS, Ltd.**, the sole London distributor.  
**9000** miles, 1955 Wolseley 4/44 saloon, grey with maroon upholstery; £765.  
**OTHER** colours available.  
**1951** Wolseley 6/80, reconditioned engine, beautiful condition, black.  
**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1. C Mayfair 5951, 399, London Rd., Croydon, Thornton Heath 4263, or 12, Chelsea Manor St., S.W.3, Flaxman 8181. [C4046]  
**CAR MART, Ltd.**  
**1953** Wolseley 4/44 saloon, heater; £545.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5, Ealing 6600. [C1039]  
**BENTALLS, Ltd.**  
**1951** Wolseley 6/80, grey with grey interior; 36,000 miles; excellent condition. £395.—Kingston-on-Thames. Kingston 1001 [C1095]  
**TOM GARNER, Ltd.**, offer:—  
**1956** series Wolseley 6/90 sal., green, rdo., loose covers, 2,000 miles only; £1,125.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2020]  
**GUY SALMON AUTOMOBILES** offer:—  
**1955** Wolseley 4/44 saloon, green, excellent condition; 6685.—Portsmouth Rd., Thames Ditton, Esher 5551-2-3. [C4001]

**WOLSELEY**  
**WESSEX MOTORS, New St. Salisbury.**  
**1956** Wolseley 4/44 saloon, nominal mileage, condition like new.  
**TEL. Mr. Fairclough, Salisbury 3275.** [C4087]

**HENLYS** offer with four months' guarantee:—  
**1955** Wolseley 4/14 saloon, radio, heater, loose covers, fog and pass lamps, etc., immaculate throughout, metallic grey with grey interior; £765.  
**HENLYS, Parkway, Regents Park, N.W.1. Tel. Gul-liver 5721.** [4196]  
**ALEXANDER**—Laystall high-power conversions for Wolseley 4/44.  
**AMAZINGLY** improved performance and economy; send for data sheets and road tests.  
**ALEXANDER ENGINEERING Co., Ltd., Hadenham, A Bucks. Tel. 345.** [C1094]

**1951** Wolseley 4/50, in exceptional condition throughout; £415.  
**SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779.** [C4016]

**1947** Wolseley 14 saloon, exceptionally clean and sound, 3 months' guarantee; £525.  
**C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines).** [C1061]  
**£410**!!!—Wolseley 6/80, grey, heater, excellent condition; terms, exchanges.—Perivale 0530.

**BEARTS OF KINGSTON**—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3548. [0083/R]

**1956** Wolseley 4/44, green, under 2,000 miles, undersealed and Acc Rimmelshiera, B.M.C. guarantee; £300.  
**MEBES & MEBES, Ltd., The Broadway, Mill Hill, N.W.7. Tel. 2040/0642.** [4047]

**1953** Wolseley 6/80 saloon, metallic green, low mileage, new condition, cost over £1,000; £530.  
**STEEL GRIFFITHS, London, S.E.5. Rodney 2201-6; Brixton 7351; Hounslow 4606.** [4162]

**£345**!!!—1948 Wolseley 8 4-door saloon, black, one owner.—Haverstock Garage, Haverstock Hill, N.W.3. Gulver 2662. [C2093]

**£295**!!!—1947 Wolseley 14 de luxe saloon, beautiful condition, choice 2, also Wolseley 18 from £275.  
**LAMBS OF WOOD GREEN (Established 1897)**, 100 guaranteed cars; exchanges; hire purchase.—421-425, High Rd., Finchley. Finchley 6222. [C2052]

**1956** Wolseley 6/90 saloon, works mileage, old list price.—John Wilson Autos, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055]

**1951** Wolseley 4/50 saloon, one owner, spotless condition; £415.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kdn. 8104. [C4053]

**1955** Wolseley 4/44 saloon, unquestionable condition; £745; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

**1954** Wolseley 4/44, grey, one owner, 17,000 miles; seen Aldershot or Nottingham districts; £650 or offer.—Box 1143. [4113]

**1952** Wolseley 6/30 saloon, specimen; £425.—Montrose Motors (N. H. Howell), 31-35, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088]

**1955** Wolseley 4/44, 8,182 miles only, foglamp, screenwashers, heater, a specimen car, black, red leather; £750.—Campbell Symonds, Perivale 4456. [C1037]

**695**gns.—Wolseley 4/44 1955 saloon, heater, screen washers, passlights, loose covers, one owner, small mileage, spare unused; terms, exchanges.—Rowland Smith, below.

**395**gns.—Wolseley 6/80 1951 saloon, black, brown leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

**245**gns.—Wolseley 18 1948 saloon, black, sliding head, brown leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

**145**gns.—Wolseley Super 6 1938 21hp de luxe saloon, black, sliding head, blue leather, heater, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**WOLSELEY** 6/80, 1951 mod., black, brown leather, heater, radio, screenwasher, recent complete o/h., excellent condition; £400.—Hornchurch 5475 evenings. [3771]

**WOLSELEY**  
**1946** (Oct.) Wolseley 14/60 saloon, grey, brown leather, heater, new tyres, roomy and very reliable car; £295.—Hillwood Motors, Mill Hill (London) 4252. [3805]

**1938** Wolseley 12/48 4-door de luxe saloon, exceptionally good runner, identical to post-war; £175; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6900. [C1062]

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**W J. BROWN, Ltd.**, Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]  
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**1954** Bedford 10/12cwt van; £375.  
**1953** Ford Scvt van; £195.  
**1951** Vanguard Utility; £295; terms and exchanges.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:—  
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**1953** Austin 3-way van; £295.

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**1953** Morris 25/30cwt van; £375.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055]

**1950** (November) A40 pick-up; very carefully used; £235; terms arranged.—49, Forty Ave., Wembley 4604. [3905]

**1956** Ford Thames Scvt van, works mileage, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

**1951** Austin 470 pickup, exceptional condition; £270.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211-5. [C1060]

**TRANSPORTERS**; Bedford coach converted with roller shutter rear doors, excellent tyres, first-class engine, ready for use, economical; nearest £95.—Nixon's Garage, Hassell St., Newcastle. Tel. 69154 & 64367. [3837]

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**W**R value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841 (N3041)

**S**MITH MOTORS OF DULWICH for Austin-Healeys.—285, Rye Lane, S.E.15. Tel. New Cross 6767. (0841/R)

**L**ANKESTER ENGINEERING Co., Ltd., 30-43, Eden St., Kingston-on-Thames, Surrey, Tel. Kingston 3151-6, offer immediate delivery 100 model sports, colour green; exchanges and deferred terms. (0369/R)

**A**USTIN-HEALEY 100, the production sports car on which extras are standard equipment; also Austin-Healey 100M with "Le Mans" modifications; buy your Austin-Healey from Donald Healey Motor Co., Ltd., North Audley House, 42, North Audley St., W.1. Mus. 3507. (3650)

**A**USTIN-HEALEY 100 sports, finished in ice blue with blue hide upholstery, available for immediate delivery at pre-increase price showing a saving today of approximately £150.—Hals's Motor Co., Ltd., Austin House, Cranford Rd., Southsea. Tel. Portsmouth 31295. (35874)

## BENTLEY

**C**AR MART, Ltd.,

**O**FFICIAL retailers, offer for future delivery the 3 series Bentley saloon, demonstration cars available.

**C**AR MART, Ltd., 320, Euston Rd., N.W.1. Euston

**G**LOUCESTER House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. (N1039/M)



## NEW CARS FOR SALE

## BENTLEY

GROSE, Ltd., Northampton.  
**OFFICIAL** Bentley retailers.  
 SHOWROOMS and Service.  
 MAREFAIR, Northampton. Tel. 51682. [0569/R]  
 DAVID ROSENFELD, Ltd.  
**OFFICIAL** Bentley and Rolls-Royce retailers.  
 SHOWROOMS: 39-42, Peter St., Manchester, 2.  
 Deansgate 6871.  
 SERVICE Station: Cheetham Hill Rd., Manchester, 2.  
 Tel. B1a. 2502. [0566/R]  
 H. A. FOX & Co., Ltd., officially appointed Bentley  
 retailers and service agents—Showrooms and Head  
 Office, 3-5, Burlington Gdns., Old Bond St., London.  
 W.1. Tel. Regent 9822. [0138]

## B.M.W.

SOLE B.M.W. concessionaires in Great Britain: orders  
 can now be placed for the new right-hand drive  
 Type 502, 503 and 507 models.—Fraser Nash Cars,  
 Isleworth, Middlesex. Hounslow 0011. [N2015]

## B.M.W. ISETTA

MONACO MOTORS.—Immediate delivery,  
 demonstrations, information.  
 V&F MONACO MOTORS, 6, Astwood Mews,  
 Courtfield Rd., S.W.7 (near Gloucester  
 Road Station). Fremantle 4414. [0547/R]

SOLE B.M.W. Isotta concessionaires in Great Britain:  
 all sales and service, special service department  
 staffed by Bond trained mechanics; special cheap  
 insurance rates for Bonds.—Kilburn Bridge, N.W.6.  
 Maida Vale 6044. Open to 8 p.m. 6 days a week. [N2015]

## BOND MINICAR

RAYMOND WAY.  
 GREAT BRITAIN'S largest Bond Minicar distribu-  
 tors, immediate delivery of all models on payment  
 of 1/4 deposit; your car, motor cycle, 3-wheeler or van  
 welcomed in all cases; special service department  
 staffed by Bond trained mechanics; special cheap  
 insurance rates for Bonds.—Kilburn Bridge, N.W.6.  
 Maida Vale 6044. Open to 8 p.m. 6 days a week. [0589/R]

WE value cars in part exchange.—Performance Cars,  
 Great West Rd., Brentford, Middlesex. [N3041]

PRIDE & CLARKE, Ltd., Bond Minicar distributors:  
 all models and colours in stock; one-half deposit  
 secures balance over 24 months; exchanges welcomed.  
 -137, Stockwell Rd., S.W.9. Brixton 6251. [N3066]  
 PRIDE & CLARKE, Ltd.—All Bond models available:  
 exchanges welcomed—any car or motor cycle  
 accepted as whole or part deposit; balance over 24  
 months; tax and insurance included in terms; new  
 and used 3-wheeler showrooms.—137, Stockwell Rd.,  
 S.W.9. Brixton 6251. [N3066]

## BORGWARD

METCALFE & MUNDY, Ltd.

SOLE concessionaires for all Borgward cars.

PASSENGER cars with optional automatic drive; also  
 Express Microbus with direct fuel injection; van  
 range of commercial vehicles; diesel and petrol;  
 demonstrations at any time; list of distributors on re-  
 quest.—280, Old Brompton Rd., S.W.5. Fre. 5471/0186-7.  
 REG TIMMS (MOTORS), Ltd.

BORGWARD Hanna sole distributors for Herts and  
 Beds; Isabella 1500 demonstration saloon available;  
 early deliveries; trade enquiries invited.—29-30, High  
 Town Rd., Luton, Beds. Tel. Luton 5954-5. [0056/R]

BROOKDALE MOTORS (CROYDON), Ltd., 132, Bristow  
 Rd., Thornton Heath. Tho. 4256.  
 REA dealers North East Surrey for Borgward Hanna  
 cars. [0041/R]

BORGWARD STATURE GARAGE, Ayr 3333.—Sole distribu-  
 tors Edinburgh and South of Scotland.—Isabella  
 1500 demonstration car available—quick delivery. [0480/R]

ALL enquiries for Borgward should be addressed  
 to Swanmore Garage, Ltd., 118-119, Christchurch  
 Rd., Boscombe, E.ournemouth (Tel. Southbourne  
 43544 and 43545). [N4024]

REVIS CAR SALES, Ltd., New Rd., Southampton.  
 Tel. 22334, sole distributors for Hants, Dorset and  
 Somerset; demonstrations available, complete range;  
 trade enquiries invited; early delivery. [0596/R]

SURREY, Sussex and Kent sole distributors for Borg-  
 ward; demonstration cars available; early delivery  
 new models, spares and service.—P. Fairman & Sons,  
 Ltd., Horley, Surrey. (Tel. 17.) [0519/R]

E&T MOTORS, Ltd., sole distributors for Essex  
 county and part of East London, literature,  
 demonstration on request, quick delivery; trade en-  
 quires invited.—655, High Wycombe, E.11. Tel.  
 Leytonstone 4277 and 6351. [0685/R]

## BRISTOL

BRISTOL.—Halls (Pinchley), Ltd., appointed Bristol  
 dealers, 886, High Rd., North Pinchley (Tally Ho),  
 N.12. (Hil. 1044.) [3765]

## BUICK

A LIMITED importation of 1956 Buick models;  
 A orders can now be accepted.—Sole concessionaires,  
 Lendrum & Hartman, Ltd., Buick House, Albemarle  
 St., Piccadilly, London, W.1. [0388/R]

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A LIMITED importation of 1956 Cadillac models;  
 A orders can now be accepted.—Sole concessionaires,  
 Lendrum & Hartman, Ltd., Buick House, Albemarle  
 St., Piccadilly, London, W.1. [0396/R]

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BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper  
 St. Martin's Lane (ac. Leicester Sq. Tube Sta.),  
 W.C.2. Temple Bar 3593. Distributors for London  
 and Home Counties. [N1027/R]

## CHRYSLER

AUTOSALES (LONDON), Ltd., offer:—

New Chrysler Plymouth V.8 and 6-cylinder saloons  
 available; choice of colours and specification; part  
 exchange terms.—59-65, Belgrave Rd., N.W.6. Mai. 5555-  
 2155. [0594/R]

## CITROEN

C. G. NORMAN & Co., sole distributors for the County  
 of London; early delivery. 50, Vauxhall Bridge  
 Rd., S.W.1. Vic. 2311. [0297/R]

## DAIMLER

DENHAMS for Daimler.  
 ALL models available for demonstration.—Tel.  
 Escher 2021.  
 PORTSMOUTH Rd., Esher, Surrey [N1100]

SMITH MOTORS OF DULWICH for Daimler.—235,  
 Rye Lane, S.E.15. New Cross 6767. [0928/R]

DORKING MOTOR Co., Ltd., distributors, Daimler  
 specialists; early delivery all models.—Dorking 2256.  
 [N1088]

SIDNEY MARCUS, Ltd., for your new Daimler.  
 S accredited agents; first class after services.—35,  
 Sloane Sq., S.W.1. Bel. 3721. [N3006]

THE whole Daimler range available for immediate  
 delivery.—British & Colonial Motors, Ltd., 13-14,  
 Upper St. Martin's Lane, London, W.C.2. Temple  
 Bar 3593. [N1027]

## D.K.W.

SOLE D.K.W. concessionaires in Great Britain; all  
 sales enquiries will receive our immediate atten-  
 tion; illustrated literature on request.—Fraser Nash  
 Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

## FIAT

H. C. PAUL, Ltd.

SEE and try the Fiat range of cars; orders accepted  
 for reasonable delivery.—32, Bruton Place, Berke-  
 ley Square, W.1. Mayfair 6821-2. [N3040]

BLUE STAR GARAGES, Ltd., Rosemoor Court, Park  
 Rd., Regent's Park, N.W.1. Pad. 7454. [0926/R]

BLUE STAR GARAGES, Exeter: Fiat distributors;  
 demonstration cars available.—Exeter 73096.  
 [0086/R]

RUDDS OF WORTHING.—600 in stock; immediate  
 delivery.—Adjoining Central Station, Worthing  
 7773-4. [0697/R]

C. V. RUSSEMER AUTOMOBILES, Official Agents;  
 demonstrations, quick deliveries.—45, Holland Park  
 Mews, W.11. Park 5751. [N3061]

FIAT: one only Fiat 600, delivery mileage, unused;  
 2590.—Nixon's Garage, Hassell St., Newcastle,  
 Staffs. Tel. 69154 & 64367. [3840]

FIAT new 600 and 1100, etc., immediate delivery;  
 main London dealers.—Premier Motors, 295-7,  
 Lewtham High St., S.E.15. Lee 1051. [N3083]

FOR early delivery all new models, specialist tuning  
 and spares.—Walker & Ward, Ltd., Fiat Distribu-  
 tors, Warwick Place, Cheltenham. Tel. 3814-6. [3579]

HAMPSTEAD, N.W.3.—Immediate delivery Fiat 600;  
 terms, exchanges.—Northways Garage, Fiat Agents,  
 Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127.  
 [N3026]

SEVERAL demonstration cars available, perfect con-  
 dition, low mileage.—Apply, Fiat (England), Ltd.,  
 Water Rd., Wembley, Middx. Tel. Perivale 5851.  
 [0076/R]

MAYFAIR GARAGES, Ltd., accredited West End  
 Fiat stockists for all models; any car or motor-  
 cycle taken in exchange; catalogues on request.—Baldern  
 St. (opp. Selfridge's clock), W.1. Mayfair 3104-5.  
 [N3009]

COME and drive the fantastic Fiat 600 and Mille-  
 cento: we value cars in part exchange.—Perfor-  
 mance Cars, Distributors for West London and Mid-  
 dlesex, Great West Rd., Brentford, Middx. Baling  
 8641. [N3041]

COX'S MOTORS (LEICESTER), Ltd., have in stock  
 all Fiat models, 600, 1100, 1400 and 1900 saloons;  
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 Motors (Leicester), Ltd., Conduit St., Leicester. Tel.  
 60319-20023. [N1059]

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W. HAROLD PERRY, Ltd., 1105-1111, High Rd.,  
 Whetstone, N.20. Tel. Hillside 6621.

CONSULT W. Harold Perry Ltd., before purchasing  
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 Zephyr, Zodiac saloon.  
 W. HAROLD PERRY, Ltd., 1105-1111, High Rd.,  
 Whetstone, N.20. Tel. Hillside 6621. [N3042]

## EPOSON.

THE FARM GARAGE, Ltd.,

FORD main dealers.

TELEPHONE Epson 1456. [0663/R]

## GORDON CARS (LDN.), Ltd.

NEW Ford Zephyr convertible, blue with blue leather  
 upholstery, fitted heater; £891/7/6.  
 GORDON CARS (LDN.), Ltd., 26, North End Rd.,  
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ARTHUR E. GOULD, 290-2, Regent St., W.1.  
 FORD main dealers and distributors for immediate  
 delivery of Zephyr, Zodiacs, Consul, etc. Tel.  
 Langham 1594-5. [0102/R]

RAYMOND WAY, the hire purchase specialists.  
 FOR your new Ford; delivery on payment of 1/4  
 deposit; cars, motor cycles and 3-wheelers wel-  
 come in exchange.—Kilburn Bridge, N.W.6. Maida  
 Vale 6044. Open to 8 p.m. 6 days a week. [0739/R]

JOHN S. TRUSCOTT, Ltd., authorised Ford dealers.  
 IMMEDIATE or early delivery of most models.—173,  
 Westbourne Grove, W.11. Bayswater 4274. [N4035]

ALDARS MOTORS, Ltd., Acro Lane, Brixton,  
 S.W.2.  
 MAIN Ford distributors; consult us for delivery of  
 all Ford models.—Brixton 6431-2-3-4.  
 OVERSEAS residents, enquiries Export Dept.—  
 Macaulay 5201. [0684/R]

## FORD

BLUE STAR GARAGES, Ltd., Rosemoor Court, Park  
 Rd., Regent's Park, N.W.1. Pad. 7454. [0927/R]

KDM & CHERRINGTON, Ltd.—Immediate de-  
 liveries of most models.—9, Albemarle St.,  
 London, W.1. Gro. 5551. [N2054/R]

FORD, immediate delivery all models.—Bertram  
 Coopers, Ltd., Hermitage Lane, Streatham, Port.  
 2100. [3672]

WEST LONDON MOTORS, Ford Consuls and Popu-  
 lars now in stock, all facilities.—205/208, Fulham  
 Palace Rd., W.6. Ful. 0066. [3793]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales  
 and service; coachbuilding, insurance.—219-221,  
 Balham High Rd., S.W.17. Balham 1271 (10 lines). [0036/R]

THE whole Ford range available for immediate  
 delivery.—British & Colonial Motors, Ltd., 13-14,  
 Upper St. Martin's Lane, London, W.C.2. Temple  
 Bar 3593. [N1027]

NEW Ford Prefect, black, immediate delivery, also  
 10hp shooting brake van with special body.—  
 Lawton-Goodman, 135, Cricklewood Broadway, N.W.2.  
 Gladstone 2226. [N2022]

PEACOCKS OF POLKSTONE, Ltd., main Ford  
 dealers.—Sales and service; insurance.—Show-  
 rooms, 130, Sandgate Rd.; works and offices, 104,  
 Ford Rd., Polkstone 51223 (3 lines). [0464/R]

R. C. WIMBUSH, Ltd., Ford stockists, offer im-  
 mediate delivery of the Zodiac, Zephyr and Consul  
 saloons; part exchanges and h.p. facilities.—312, Ears  
 Court Rd., London, S.W.5. Fremantle 8401. [N4056]

NEW Ford Popular saloons, taxed and insured ready  
 to drive away; exchanges welcomed, any car  
 accepted as whole or part deposit, balance over 24  
 months; tax and insurance included in terms.—Fried  
 & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tel. 3664-5.  
 [N3069]

YOU couldn't do better than secure immediate  
 delivery of your new Ford model, Consul, Zephyr  
 or Zodiac saloon, Prefect de luxe or standard saloon,  
 Anglia or Popular saloon; current market value for  
 your present car subject to inspection.

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 Cricklewood Broadway, London, N.W.2. Gladstone  
 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

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REQUESTS for literature to the manufacturers.—  
 Fraser Nash Cars, Isleworth, Middlesex. Houn-  
 slow 0011. [N2015]

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RAYMOND WAY.

OFFICIALLY appointed distributors for this new  
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 trade enquiries invited from these areas; list price  
 from £290/17, including P.T.; immediate delivery of  
 all colours and models from 1/4 deposit.

RAYMOND WAY, Kilburn Bridge, N.W.6. Maida  
 Vale 6044. Open to 8 p.m. 6 days a week. [0594/R]

## HEALEY

HEALEY Silverstone, immaculate condition good,  
 carpets, etc., perfect; £495. Exchanges.—Nixon's  
 Garage, Hassell St., Newcastle, Staffs. Tel. 69154 and  
 64367. [3838]

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NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers, for prompt delivery all  
 Hillman models; demonstration cars available;  
 part exchanges; confidential credit facilities; view the  
 Gay Look range at:—

THE NEWTON SERVICE GARAGE, Newtons Corner,  
 Wembley Park, Middx. (opposite Wembley Town  
 Hall), Arnold 5253 (4 lines). [0796/R]

HILLMAN Minx special saloon, black; £706/7.  
 HILLMAN Minx de luxe saloon, thistle grey;  
 £743/17. [N3041]

HILLMAN Minx convertible coupe; £811/7.  
 HILLMAN Minx Californian hard top; £826/7.—  
 Brew Brothers, Ltd., 133, Old Brompton Rd.,  
 S.W.7. Fremantle 3333. [N1083]

REGENT SERVICE GARAGE, Finchley, authorised  
 dealers.  
 CONSULT us for deliveries and exchanges.—291-293,  
 Ballards Lane, North Finchley, N.13. Hillside  
 4011-4405. [N0793/R]

SMITH MOTORS OF DULWICH for Hillmans.—101,  
 Barry Rd., S.E.22. Tel. New Cross 6611. [0311/R]

BARNET area.—Hillman main dealers.—Hadley Green  
 Garage, 202-204, High St., Barnet 6533. [0411/R]

CARRIS MOTORS, Ltd., for quick delivery of the  
 entire Hillman range.—Lewisham Bridge, London,  
 S.E.13. Lee 6585. [0794/R]

HILLMAN Husky shooting brake, immediate delivery;  
 part exchanges, hire purchase.—Lawton-Goodman,  
 135, Cricklewood Broadway, N.W.2. Gladstone 2226.  
 [N2022]

SMITH AUTO Co., Ltd., area dealers for Rootes  
 Group, offer favourable delivery of the Hillman  
 range.—145, London Rd., Croydon. Croydon 2115 (3  
 lines). [0868/R]

## HUDSON

SPINKS (TWICKENHAM), Ltd., the Hudson dis-  
 tributors, offer immediate delivery of Hudson Ran-  
 dler and Cross-Country Station Wagons; imported  
 direct from America; r.h. drive; all Hudson spares and  
 service available.

SPINKS, 83-101, Heath Rd., Twickenham, Tel.  
 S Popesgrove 1035-6-7-8. [0478/R]

## HUMBER

SMITH MOTORS OF DULWICH for Humbers.—101,  
 Barry Rd., S.E.22. Tel. New Cross 6611. [0843/R]

IMMEDIATE delivery new Humber Super Salmo;  
 £1,336/10/10 pre-Budget price, saving £247.  
 LONDON & COUNTRY MOTORS MART, Ltd., 73-91,  
 New King's Rd., Fulham, S.W.6. Renova 1183.  
 [0676/R]



## NEW CARS FOR SALE

## HUMBER

## NEWTONS OF WEMBLEY,

**EXCLUSIVE** Rootes retailers, for prompt delivery Hawk and Super Snipe, 1956 range on view at our showrooms; demonstration cars available; part exchanges; confidential credit facilities.

**THE NEWTON SERVICE GARAGE**, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0792/R]

**BARNET area**.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet N3 3JZ. [0412/R]

**IMMEDIATE** delivery at pre-Budget price, brand new Humber Super Snipe saloon in grey with red leather upholstery.

**E. J. LEE (LEIGHTON BUZZARD)**, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2172. [N1055]

**HUMBER Hawk**.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 5301-2. [N0716]

**CARRIS MOTORS**, Ltd., for quick delivery of Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.13. Lee 8585. [0720/R]

**SMITH AUTO CO.**, Ltd., area dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0857/R]

**SAVE** over £60 by purchasing a new dual-colour Humber Hawk, fitted with overdrive; this car, one only, is offered at pre-Budget price.—The Shires Motor Co., Ltd., Banbury, Oxon. Tel. Banbury 2453. [3850]

**GORDON CARS (LONDON)**, Ltd., the specialist Humber dealers; place your order with confidence for reasonable delivery of both Hawk and Super Snipe models now; available ex stock, Super Snipe in Alpine mist with red upholstery.

**GORDON CARS (LONDON)**, Ltd., 26, North End, Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. [0973/R]

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## HENLYS, Ltd.

**ENGLAND'S** largest Jaguar distributors.

**DEVONSHIRE HOUSE**, Piccadilly, W.1. (Hyde Park 9151).

**HENLY House**, 385, Euston Rd., N.W.1. (Euston 4444).

**MANCHESTER**, 1-5, Peter St. (Blackfriars 7943). [0153/R]

**STURGESS**, Leicester.

**JAGUAR** distributors and specialists.

**SELECTION** of Mark VII M saloons, automatic or overdrive transmission; XK140, all models.—118, Charles St., Tel. 20033. [0170/R]

**GAVIN FAIRFAX**, Ltd.

**YOUR** Jaguar main dealers for South-East Surrey; 2-4 Jaguar for inspection; early delivery of all other models.

**WENTWORTH SERVICE GARAGE**, Virginia Water, Surrey. Tel. Wentworth 3154-5. [N2099]

**H. BEART & Co.**, Ltd.

**JAGUAR** main dealers.

**WELCOME** enquiries and will be pleased to give full details of the superb range of Jaguar cars, 102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. [N1081]

**ROSE & YOUNG**, Ltd., offer:—

**NEW** Jaguar Mark VII at pre-Budget price.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (one minute from Heath Hill Station). Tulsa Hill 6464. [N3057]

**COOMBS & SONS (GUILDFORD)**, Ltd., for Jaguar sales and service.

**MAIN** agent for South West Surrey.—St. Catherine's Garage, Guildford GU2 9JZ. [0344/R]

**KJ MOTORS**, Ltd., N.W. Kent's leading Jaguar area dealers.—Brooklyn, Rav. 3456. [0286/R]

**SMITH MOTORS OF DULWICH** for Jaguar.—101, Barry Rd., S.E.22, Tel. New Cross 6611. [0842/R]

**KDM & CHERRINGTON**, Ltd.—Immediate delivery of most models.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R]

**JAGUAR** Mk. VII, B.E.G. automatic transmission; £2,905.7.—Brew Brothers, Ltd.; 153, Old Brompton Rd., S.W.7. Premantle 3533. [N1083]

**SIDNEY MARCUS**, Ltd., new Jaguars at pre-Budget prices, choice of models and colours.—33, Sloane St., S.W.1. Belgrave 3721. [N3006]

**NEW** Mark VII M with overdrive, battleship grey and grey leather, available immediate delivery.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [1717]

**XK140** standard fixed-head coupe, British racing green, overdrive.—Eton Garages, 124, High St., Eton (Windsor 2732). [3821]

**DAVIES MOTORS**, Ltd.—Jaguar, grey and red Mark VII with automatic drive immediately available.—273, London Road, Staines, Staines 4211-5. [N1060]

**R. F. POWELL MOTORS**, Ltd., East London area dealers; enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0439/R]

**CLARKE & SIMPSON**, Ltd., offer immediate delivery Jaguar Mark VII saloon, with automatic transmission.—49, Sloane Sq., London, S.W.1. Sloane 4727. [N1048]

**HILLWOOD MOTORS** for Jaguars.—Most models for early delivery; one only series M saloon; your car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4282. [3911]

**METROPOLIS GARAGES**, Ltd., offer the new Jaguar Mk. VII type M, with Borg Warner automatic transmission, for immediate delivery.—45, Earls Court Rd., London, W.8. Wea. 3541. [0109]

## JOWETT

## JOWETT.

**ODEON MOTORS**, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R]

## KAISER

**KAISER**.—Sole Concessionaires for Great Britain; sales, spares.—Steele Griffiths, London, S.E.5. [0309/R]

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**JOHN S. TRUSCOTT**, Ltd., the oldest Lancia agents; delivery from stock. [N4035]

**LANCIA**.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperton, Nr. Wembley, Middx. Tel. Perivale 5656. [0289/R]

**JOE THOMPSON (MOTORS)**, Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.3. Kensington 4858. [N4022]

## MERCEDES-BENZ

## LONDON.

**TAYLOR & CRAWLEY**, trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. (Grosvenor 6881). [N4031]

**WELWYN SALES DEPOT**, Ltd.

**HERTS**, Bucks and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City. Hatfield 2178. [0511/R]

**JOHN S. TRUSCOTT**, Ltd., for Mercedes-Benz.

**IMMEDIATE** delivery of most types; our demonstration cars are here for you to drive, including the new type 300C with full automatic transmission; this car surpasses all previous standards.

**JOHN S. TRUSCOTT**, Ltd., for Mercedes-Benz, 173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

**WORKING MOTORS**, distributors, Surrey.—Weybury Hill, Woking, Surrey. Tel. Woking 4277-8. [N4057]

**BURNS STATUE GARAGE**, Ayr 3338, main agents for Ayrshire.—Early delivery all models. [0481/R]

**MERCEDES-BENZ**.—One only 220a saloon left at pre-Budget price.—Nixon's Garage, Hassell St., Newcastle, Staffs. Tel. 63154 nd 64567. [3639]

**GALT OF GLASGOW**, Distributors, offer immediate or early delivery according to model.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. [0884/R]

**MIDLAND** Counties distributors; demonstrations of all models.—Carroll's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0176/R]

**IMMEDIATE** delivery 1956 220A Mercedes-Benz saloon, black and red, servo brakes, etc.; terms and exchanges.—Gee Cars, Ltd., 169, Fulham Rd., S.W.3. Kni. 4733 or Mac. 3563. [0923/R]

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**LOCKHART'S SERVICE DEPOT** for sales and service.—Chiltern Rd., Dunstable, Tel. 1147. [0493/R]

**COMERFORDS** for the new KR200 Messerschmitt; exchanges; terms; send for particulars.—Oxford Road, Portsmouth Rd., Thames Ditton. Tel. Embrook 5531 (6 lines). [3916]

## M.G.

**EPSON.**

## EPSON.

**THE WOODCOTE MOTOR CO.**, Ltd.

**M.G.** retail dealers.

**TELEPHONE** Epsom 1234. [0663/R]

**WE** value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 6941. [N3041]

**SMITH MOTORS OF DULWICH** for M.G.s.—223, Fulham Lane, S.E.15. Tel. New Cross 6767. [0292/R]

**LYNE, FRANK & WAGSTALL**, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

**M.G.** Magnette saloon, grey; pre-B.M.C. price rise. [N2056]

**DORKING MOTOR CO.**, Ltd., M.G. specialists, Magnette for immediate delivery.—Dorking 2256. [N1088]

**M.G.**, get your M.G. from the Donald Healey Motor Co. Facing Car specialists.—North Audley House, 42, North Audley St., W.1. [3652]

**WEST LONDON** suppliers, immediate delivery all models, full service facilities.—Rogers Garages, 22, Oldwick High Rd., W.4. Chiswick 6780. [N3054]

**KDM & CHERRINGTON**, Ltd.—Immediate delivery of Magnette saloons.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R]

**IMMEDIATE** delivery new M.G. Magnette saloons and A 2-sts. with choice of colour; terms; exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3869]

**MEBES & MEBES**, Ltd. (est. 1893).—Offer immediate delivery of Magnette saloon, in cherry red and early delivery of M.G.A., with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mill. 2040/6442. [N3012]

## MORGAN

**MORGAN** Plus-Four with TR2 engine.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 3301-2. [N2018]

**BASIL ROY**, Ltd., Morgan distributors, full range on view; see and try Morgan fitted with TR2 engine.—161, Gt. Portland St., W.1. Langham 7733. [0510/R]

**MORGAN**.—Leicester and Rutland County distributors, most models from stock, part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [1059]

**MORGAN** Plus 4; prompt delivery of these cars; spares for same; huge stock of 4/4 and 3-wheeler spares.—R. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R]

## MORRIS

## EPSON.

**THE WOODCOTE MOTOR CO.**, Ltd.

**MORRIS** distributors.

**TEL.** Epsom 1234. [0659/R]

**D. J. SHEPHERD & Co. (ENFIELD)**, Ltd., offer:—

**NEW** Morris Oxford and Cowley for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

**DORKING MOTOR CO.**, Ltd.; all models in stock.—Dorking 2256. [N1088]

**SMITH MOTORS OF DULWICH** for Morris.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0212/R]

**LYNE, FRANK & WAGSTALL**, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

**MORRIS** Cowley saloon, claret and grey; pre-B.M.C. price rise. [N2058]

**WEST LONDON MOTORS**, Morris saloons now in stock, fullest facilities. 205-209, Fulham Palace Rd., W.6. Ful. 0066. [3794]

**HERBERT & MILLS**, Ltd., Morris agents for over 30 years, offer early delivery of all new models.—75, Gt. Portland St., W.1. Langham 3506-7. [N2056]

**KDM & CHERRINGTON**, Ltd.—Immediate delivery of most models.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R]

**WEST LONDON** suppliers, immediate delivery all models, full service facilities.—Rogers Garages, 22, Oldwick High Rd., W.4. Chiswick 6780. [N3054]

**THE** whole Morris range available for immediate delivery.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, London, W.C.2. Temple 2217. [N1077]

**LANKESTER ENGINEERING CO.**, Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey, Tel. Kingston 5151-6. [0284/R]

**SMITH & HUNTER**, Ltd., specialists, Car and van, motor agents; fullest facilities; certain model, immediate delivery; exchanges, deferred terms.—376-8, Kensington High St., W.14. Western 2312. [N4019]

**WILSON'S AUTOMOBILES & COACHWORKS**, Ltd., offer immediate delivery of Black Isis and Cowley from stock and prompt delivery of all other models including light commercials.—34, Acree Lane, Brixton, S.W.2. Brixton 4011. [N4085]

**MEBES & MEBES**, Ltd. (est. 1893).—Direct Morris specialists for over 30 years offer immediate delivery all models, many at old prices, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mill. 2040/6442. [N3012]

**NASH** car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0582/R]

## NASH

**LANCASHIRE** and Cheshire distributors for Opel sales, service and spares.

**GROSVENOR GARAGE**, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R]

## OPEL

**BEFORE** you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [0730/R]

## PACKARD

**PEUGEOT**

**TOM KNOWLES**.

**TOM KNOWLES**, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0698/R]

**LOCKHART'S SERVICE DEPOT**, Ltd., for immediate delivery.—Chiltern Rd., Dunstable, Tel. 1147. [0493/R]

**G. K. BALLAMY**, Automobile Engineers, Alfred Place, Worthing, Tel. Worthing 5769. Peugeot distributors Sussex and South Coast. [1180]

**PANTILES SERVICE GARAGE**, Ltd., Guildford 5326. Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex. Immediate delivery 203 and 403 models. [N3035]

**PEUGEOT** distributors, East Dorset, South Wilt and West Hants.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth, Tel. Boscombe 33267. Immediate deliveries 403 and 203 models. [N3030]

**DISTRIBUTORS** PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent).—127, High St., Croydon, Tel. Cro. 7211/7217. [0391/R]

## PONTIAC

**PONTIAC**.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

## PORSCHÉ

**SOLE** Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

## RENAULT

**RAYMOND WAY**.

**FOR** your Renault 750cc saloon for immediate delivery on 1/4 deposit.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week.

**RUDDS OF WORTHING**.—Main agents offer quick deliveries.—4-6, Central Station, Worthing 7734/4. [0777/R]

**FRED GUY** for new Renaults, immediate delivery; terms and exchanges.—198, King St., W.6. Riverside 3131. [0085/R]

**WELSHAMS**, Renault Sales and Service, Surbiton Hill, Surbiton, Surrey. Elmbridge 1673. Distributors 1909. [N4070]

**RENAULT** sales and service, immediate delivery of 750 cc luxury saloons in all colours; h.p. arranged.—Wilder & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0186/R]

## NEW CARS FOR SALE

## RENAULT

**PERFORMANCE CARS.** Ltd. stockist of the new Renault 750 saloon range and Amiral saloon; immediate or early delivery.—Ot. West Rd., Brentford, Middlesex. Ealing 8541. [N3041]

**COX'S MOTORS OF LEICESTER.** Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Pégase in stock available for demonstrations; generous part exchanges and terms. COX'S MOTORS, Conduit St., Leicester. Tel. 60319. [N1059]

**AUTO SALES (LONDON).** Ltd., North London dealers in Renaults for Renault, can give early delivery of the 2-litre Pégase and 750 saloons; we give the best in sales and service.—59-65, Bevis Rd., N.W.5. Tel. Maf. 5555. [N1016/R]

## RILEY

**THE WOODCOCK MOTOR CO., Ltd.**

RILEY Retail Dealers.

TELEPHONE Epom 1254.

**JOHN S. TRUSCOTT, Ltd.**, for Riley Pathfinders. [0661/R]

**IMMEDIATE** delivery, at pre-increased price, 173, Westbourne Grove, W.11. Baywater 4274. [N3035]

**MAYFAIR & West End Agents—Riley immediate delivery.**

**RIPCO, Ltd.**, 16, Albemarle St., Mayfair, London. W.1. Hyde Park 2952-3-4. [N3052]

**LYNE, FRANK & WAGSTALL, Ltd.**, Tottenham Lane, Crouch End, N.8. Mounview 4401, offer:—

**RILEY Pathfinder**, black with red; pre-B.M.C. price rise. [N3050]

**MAYFAIR & West End agents; immediate delivery** Riley Pathfinder. [N3050]

**RIPCO, Ltd.**, 16, Albemarle St., Mayfair, London. W.1. Hyde Park 2952-3-4. [N3052]

**SMITH MOTORS OF DULWICH** for Riley Pathfinders. S—295, Rye Lane, S.E.15. Tel. New Cross 6767. [N3054/R]

**KDM & CHERRINGTON, Ltd.**—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R]

**RILEYS—Try** Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. 2301-2. [N3018]

**AREA** dealers for Riley cars; orders taken for a wonderful Pathfinder; early deliveries; part exchange; h.p. terms.—Montrose Motors, Wexley 2636. [N765/R]

**THE** whole Riley range available for immediate delivery.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, London, W.C.2. Temple Bar 3588. [N1027]

**MERES & MERES, Ltd.** (est. 1893)—Offer immediate delivery of Pathfinders, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012]

## ROLLS-ROYCE

**CAR MART, Ltd.**

**OFFICIAL** retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [N1039/R]

**GLOUCESTER House**, 150, Park Lane, W.1. (Corner Piccadilly.) Grosvenor 3454. [N1039/R]

**GROSE, Ltd.**, Northampton.

**OFFICIAL** Rolls-Royce retailers.

**SHOWROOMS** and service.

**MAREFAIR**, Northampton. Tel. 31682. [0520/R]

**DAVID ROSENFELD, Ltd.**

**OFFICIAL** Rolls-Royce and Bentley retailers.

**SHOWROOMS:** 38-42, Peter St., Manchester, 2. Deansgate 6971.

**SERVICE STATION:** Chesham Hill Rd., Manchester, 8. Tel. Rile. 2302. [0561/R]

**H. A. FOX & Co., Ltd.**, officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8622. [0139]

## ROVER

**HENLYS**, England's leading motor agents.

**ROVER** distributors.

**DEVONSHIRE House**, Piccadilly, W.1. (Hyde Park 9151.)

**HENLY House**, 385, Euston Rd., N.W.1. (Euston 4444.) [0954/R]

**ROVER.**

**ODEON MOTORS, Ltd.**, Barnet, Herts. Tel. Barnet 1144. [N3028/R]

**STURGES**, Leicester.

**ROVER** distributors for over 50 years.

**1956** Rover 90, 75 and 600.

**118** Charles St. Tel. Leicester 20033. [0171/R]

**GAVIN FAIRFAX, Ltd.**

**FULL** range of Rover models including Land-Rover in stock; Rover 90 with overdrive; demonstration car available for trial by appointment.

**WESTWORTH SERVICE GARAGE**, Virginia Water, Surrey. Tel. Westworth 3154-5. [N3098]

**COMBS & SONS (GUILDFORD), Ltd.**, for Rover sales and service.

**MAIN** agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R]

**KJ MOTORS, Ltd.**, N.W. Kent's leading Rover area dealers.—Bromley, Rav. 3456. [0897/R]

**BEKILL, P. Doonon, Ltd.**, Rover distributors. Bockville Garage, Middlesbrough Rd. Tel. 2529-5. [0651/R]

## ROVER

**CROYDON Main Agents**, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222.

**DORKING MOTOR Co., Ltd.**, main dealers for all models for immediate or early delivery.—Dorking 2256. [N1088]

**KDM & CHERRINGTON, Ltd.**—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R]

**SURREY MOTORS, Ltd.**, High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vagiant 4444. [2476]

**CATERHAM, Purley and district**, main dealers; early delivery of full range of Rover cars.—Layhams of Caterham, Tel. Caterham 2384. [0924/R]

**NORTHAMPTONSHIRE** and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 31662. [0001/R]

**WATFORD and district**—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1953.—Ace of "Herts" Garage, Watford 4026. [0951/R]

**THE** whole Rover range available for immediate delivery.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, London, W.C.2. Temple Bar 3588. [N1027]

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester 6871. Service station: Chesham Hill Rd., Manchester, 8. Tel. Bln. 2302. [0866/R]

## SIMCA

**H. C. PAUL, Ltd.**

**SEE** and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [N3040]

**MILESTONE (SERVICE GARAGE), Ltd.**, Simca distributors North Kent.—Ask for demonstration; immediate delivery; exchange, terms.—308, Edith Rd., Bexleyheath. Edith 2468 and 2629. [0109/R]

**MAYFAIR GARAGES, Ltd.**, accredited West End Simca stockists, for your new 1956 Aronde Elise saloon, any car or motor cycle taken in exchange.—Balderton St. (opp. Selfridge's clock), W.1. Mayfair 3104-5. [N3009]

**SEVERAL** low-mileage mod. 1955 ex-demonstration cars available, a few new shop-soiled 1955 Arondes also available, on some the full 6 months' guarantee still applies.—Write First (England), Ltd., Water Rd., Wembley, Middx. or Tel. Berivale 5651. [0685/R]

## SINGER

**WELBECK MOTORS**, area dealers for the Rooter Group Singer, largest stock at new amazingly low prices; Retail Dept. at your service anywhere; Wholesale Dept. now covers the following areas: London, W.1 (North of Oxford St.), W.C.1 and 2, N.1, N.W.1 and S.E.C.1, 2, 3 and 4.

**WELBECK MOTORS, Ltd.**, 127, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [N4049]

**GATEHOUSE** offer:—

**EARLY** delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mounview 4444. [N3021]

**WE** value cars in part exchange.—Performance Cars, Brentford, Middx. Baling 8641. [N3041]

**TRADE** and retail agents, full range on show at the 100% Singer specialists.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0757/R]

**IMMEDIATE** delivery new Singer Hunter de luxe saloon in stock; terms, exchanges.—Gibson Sports Cars (Christchurch), Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3364]

## STANDARD

**L. F. DOVE, Ltd.**

**AREA** main dealers.

**SEE** it; try it; buy it.

**69** The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077]

**GATEHOUSE** offer:—

**EARLY** delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mounview 4444. [N2021]

**JOHN S. TRUSCOTT, Ltd.**, for Standard.

**WIDE** choice for immediate delivery.—173, Westbourne Grove, W.11. Baywater 4274. [N4035]

**BERKELEY SQUARE HOUSE GARAGE.**

**EXCLUSIVE** Standard retail dealers.

**OFFER** immediate or early delivery all Standard models, with service on the spot, day and night garage facilities.

**BERKELEY Sq.**, London, W.1. Grosvenor 4343. [0856/R]

**WHITES GARAGE, Ltd.**, of GRIMSBY, offer:—

**EARLY** delivery of Standard cars, all models; Standard distributors for 34 years.

**WHITES GARAGE, Ltd.**, Saint Mary's Gate, Grimsby. Tel. 5486. [0475/R]

**IMMEDIATE** delivery Standard 8s and 10s, all models.

**LONDON & COUNTIES MOTOR MART, Ltd.**, 78-91, New Kings Rd., Fulham, S.W.6. Renown 1193. [0676/R]

**LANKESTER ENG. Co., Ltd.**, 80-83, Victoria Rd., Surbiton. Elm. 1184/5.

**STANDARD** and Triumph distributors in Surrey since 1911; can give immediate delivery of most models; demonstration cars available; exchanges and deferred terms. [0402/R]

**SMITH MOTORS OF DULWICH** for Standards.—101, Barry Rd., S.E.22. New Cross 6611. [0375/R]

**STANDARD 10** Family saloon, beige; £614/17.—Salmons Garages, Ltd., Temple Bar 3338. [N4029/1]

**STANDARD 8** Family saloon, grey; £554/17.—Salmons Garages, Ltd., Temple Bar 3338. [N4029]

## STANDARD

**BURGE & INGLES (MOTORS), Ltd.**

**FULL** range of Standards for immediate delivery, including Good Companion estate; part exchanges, cars or motor cycles.—Burge & Ingles (Motors), Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

**KJ MOTORS, Ltd.**, North West Kent's Standard, Triumph area dealers; immediate deliveries most models. [0948]

**STANDARD 8** saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

**STANDARD 10** saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

**STANDARD 8**, 10 6cwt pick-up truck; immediate delivery.—Fremes Motors, 235, Lewisham High St., S.E.13. Lee 1051. [N3083]

**STANDARD**, immediate delivery Super 10 saloon, also 9 Family 10 sal.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Tel. 2102. [3875]

**SIDNEY MARCUS, Ltd.**, official Standard and Triumph agents.—All models for early delivery.—53, Sloane St., S.W.1. Belgrave 3721. [N3006]

**STANDARD** car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R]

**CARR'S AUTO SALES, Ltd.**, Standard House, South End, Croydon. Gro. 0688.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R]

**METROPOLIS GARAGES, Ltd.**, offer Standard 8 and 10 saloons, early delivery Vanguard 12, part exchanges welcome.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [N2068]

**DUDLEY CORBELL AUTOMOBILES** for immediate delivery Super 10 saloons and early delivery Vanguard 12 family and Super 8 saloons.—224-10-12, The Broadway, Wimbledon, S.W.19. Cherrywood 3369-7. [0955/R]

**WILSONS AUTOMOBILES AND COACHWORKS, Ltd.**, offer immediate delivery of the 8hp and 10hp range and prompt delivery of the Good Companion and light commercials.—34, Acce Lane, S.W.2. Brixton 4011. 1-3, Dorking Rd., Epom 3901. [N4085/R]

**YOU** couldn't do better than secure immediate delivery of your new Standard model Family Elise 2 or de luxe saloon, Family Ten saloon, de luxe saloon or Good Companion estate car; current market value for your present car; subject to inspection.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N4008]

**HILLWOOD MOTORS** for Standards.—All models for immediate or early delivery, one only Phase 2 Vanguard and estate car in stock, pre-Budget prices; you car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [3912]

## STUDEBAKER

**A LIMITED** number of new 1955 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. [0609/R]

**STUDEBAKER** Commander de luxe, r.h.d., overdrive, free wheel, radio, subject to being unsold, immediate delivery; other models early delivery.—Mabolin Motors, Ltd., Stockist Agents for Essex, Broadway, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 75208. [8260]

## SUNBEAM

**NEWTONS OF WEMBLEY.**

**EXCLUSIVE** Routes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities.

**THE NEWTON SERVICE GARAGE**, Newton's Corner, Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 3252 (4 lines). [0771/R]

**GORDON CARS (LONDON), Ltd.**, offer for early delivery all Sunbeam models.

**GORDON CARS (LONDON), Ltd.**, 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. [0695/R]

**BARNET** area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0532. [0413/R]

**R. S. MEAD OF MAIDENHEAD** for your new Sunbeam Rapier or Mark III saloon.—42, Queens St., Maidenhead. Tel. 3431-2. [N3011]

**SUNBEAM**—Smith Auto Co., Ltd., Area Dealers for Rooter Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2444, 3 lines). [0669/R]

## TRIUMPH

**L. F. DOVE, Ltd.**

**THE** official TR centre.

**SEE** it; try it; buy it.

**69** The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077]

**BURGE & INGLES (MOTORS), Ltd.**

**TR3**, B.R.G., occasional seats, new, unregistered, immediate delivery; part exchanges, cars or motor cycles.—Burge & Ingles (Motors), Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

**TR2**—We value cars in part exchange.—Performance Cars, Brentford, Middx. [N3041]

**TR2**—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]



## NEW CARS FOR SALE

## TRIUMPH

**B**ERKELEY SQUARE HOUSE GARAGE, Ltd.

**E**XCLUSIVE Triumph retail dealers.

**O**FFER for immediate delivery all Triumph models with service on the spot; day and night garage facilities.

**B**ERKELEY Sq., London, W.1. Grosvenor 4343.

**S**MITH MOTORS OF DULWICH for Triumphs.—101.

**Barry Rd., S.E.22. New Cross 6611.**

**TR2** specialists; immediate delivery; part ex-

changes; h.p. terms—Premier Motors, 295, Lewisham

High St., S.E.15. Les 1051. [N1063]

**M**ETROPOLIS GARAGES, Ltd., offer immediate

delivery of the Triumph TR2 in black.—1-31.

MacLise Rd., W.14. She. 5385-6-7. [0599]

**C**ARRS AUTO SALES, Ltd., Standard House, South

End, Croydon, Cro. 6088.—Standard and Triumph

main distributors in areas of Surrey and Kent.

**T**HE whole Triumph range available for immediate

delivery.—British & Colonial Motors, Ltd., 13-14,

Upper St. Martin's Lane, London, W.C.2. Temple

Bar 3588. [N1027]

**H**ILLWOOD MOTORS for Triumphs.—TR2 for

immediate delivery; your car taken in part ex-

change; easy h.p. terms—565-571, Watford Way, Mill

Hill, N.W.7. Mill Hill 4232. [3913]

**S**TANDARD & Triumph (distributors in Surrey since

1911), immediate delivery—TR2 models, choice of

colour; demonstration available.—Lankaster Engineering

Co., Ltd., 80-85, Victoria Rd., Surbiton. Tel. Elmbridge

1184-5. [0893/R]

## VAUXHALL

**V**AUXHALL cars.—Shaw & Kilburn, Ltd., Show-

rooms.—4, Berkeley Sq., W.1 Grosvenor 4328.

**P**ARTS and service: Western Ave., W.3. Acorn 4641.

**K**EITH & BOYLE (Ldn.) Ltd., Terminal House, 80,

Clapham Rd., S.W.9 (close to Oval Underground).

**V**AUXHALL main dealers, spares and service. Tel.

Reliance 4211 (extension 10 or 19). [0808/R]

**K**J MOTORS, Ltd., main dealers for Bromley,

Croydon districts.—Bromley. Rav. 3455.

**V**AUXHALL.—L. F. Dove, Ltd., area dealers for

Woking and district; early deliveries.—Guildford

Rd., Woking. Tel. Woking 1282. [N1078]

**W**ATFORD and West Herts.—Vauxhall dealers over

25 yrs., offer very early delivery all models.—

A. Christmas & Co., Ltd., Watford 7750. [1966]

**V**AUXHALL.

**V**AUXHALL MOTORS, Ltd.

**S**OLE concessionaires, Great Britain and Northern

Ireland.—Cars available for early delivery.—Byron

House, 7-9, St. James's St., London, S.W.1. Whi. 9501.

[0648]

**C**OLBORNE GARAGE Ltd., Ripley, Surrey.

**B**UY your new Volkswagen from the Volkswagen

Centre.

**O**RIGINAL U.K. specialists and leading distributors;

demonstration vehicles available, including the

commercial and utility range.—Tel. Ripley 2361.

**S**USSEX distributors.—Prestwich (Hove), Ltd., 81,

John's Rd., Hove. Tel. 34037-8. [0190/R]

**1956** Volkswagen saloon, immediate delivery; £635/2;

terms, exchanges.—Lockhart's Service Depot,

Dunstable 114. [0120/R]

**D**ISTRIBUTORS Devon, Cornwall and Somerset;

demonstration vehicles.—Lisburne Garage, Bexham,

combe Rd., Torquay 7041. [0785]

**C**ROYDON.—H. Harmer Car Sales, Ltd., Area

dealers, 444-8, Brighton Rd., South Croydon.

Croydon 6225. Uplands 8629. [N1027/R]

**S**OUTH Yorkshire and North Derbyshire.—Distrib-

utors, J. Glider & Co., Ltd., Cambridge St. Shelf

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**E**UROPEAN CARS, Ltd., distributors for London

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Distributors; all models available; any car vol-

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terms over two years.—158, Stockwell Rd., S.W.9.

Brixton 6251. [N3068/R]

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spares; exchanges welcomed; terms.—Stockwell Rd.,

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popular car because of its economy, performance

and long life; exchanges, terms, demonstrations with

pleasure; also pick-ups, buses, vans, completely new

standards in transport economy, double the distance

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Welwyn 481-2-3, main distributors for Bedford-

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**W**ILLYS (Cars and Jeeps), Sole Concessionaires.—

Steel Griffiths, London, S.E.5. [0812/R]

## WOLSELEY

**E**W

**E**USTACE WATKINS, Ltd., sole London distributors;

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exchange and hire purchase.—12, Berkeley St., Herts.

(Mayfair 5951), 12, Chelsea Manor St., S.W.3. (Flax-

man 5181). [N4046]

**E**PSOM.

**T**HE WOODCOTE MOTOR Co., Ltd.

**W**OLSELEY distributors.

**T**ELPHONE EPSOM 1234. [0660/R]

**H** BEART & Co., Ltd.

**W**OLSELEY distributors.

**W**ELCOME enquiries and will be pleased to demon-

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saloon; hire purchase facilities; part exchange.—102,

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Kingston 3348. [N1081]

**C**HEAM MOTOR & ENGINEERING Co., Ltd.

**W**OLSELEY specialists offer immediate delivery of

the new Wolseley 6/90 and 4/44 saloons, h.p.

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Surrey, Vigilant 0125. [0157/R]

**D** J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

**N**EW Wolseley 4/44 and 6/90 for immediate delivery

—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herit-

ford Rd., Enfield. Howard 1631. [N4009]

**S**MITH MOTORS OF DULWICH for Wolseleys.—285,

Rye Lane, S.E.15. New Cross 6767. [0816/R]

**D**ORKING MOTOR Co., Ltd.—Immediate delivery

4/44 and 6/90 models.—Dorking 2256. [N1088]

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**L**YNE, FRANK & WAGSTALL, Ltd., Tottenham Lane,

Crouch End, N.8. Mountview 4401, offer:—

**W**OLSELEY 6/90, black; pre-B.M.C. price rise. [N2058]

**W**OLSELEY 4/44 saloon, grey; old price, £895/17.—

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S.W.7. Fremantle 5333. [N1083]

**C** W. J. COLES, Ltd., official agents, offer early

delivery of 4/44 and 6/90 models.—18, Blunt Rd.,

South Croydon. Croydon 0074-5. [3594]

**K**D M & CHERINGTON, Ltd.—Immediate de-

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London, W.1. Gro. 5551. [N2054/R]

**I**MMEDIATE delivery new Wolseley 4/44 and 6/90

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Bar 3588. [N1027]

**4/44** new saloon, choice of black or dark green

at old price (£896/12/11), including heater,

spot lamp, screenwasher, delivery charges and number

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4404. [N1043]

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delivery for the 4/44; part exchanges and h.p.

facilities.—312, Earls Court Rd., London, S.W.5. Pre-

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delivery of your new Wolseley 4/44 saloon at pre-

immediate price, includes twin spotlamps and windscreen

wash; current market value for your present car sub-

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Mill. 2040/6642. [N3012]

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Sunbeam-Talbot cars are available from the distri-

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part exchanges and extended payments.—The Broadway,

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full sales and service facilities; hire purchase and in-

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**B**ITRAIN and back; the new car of your choice

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**B**URGE & INGLIS (MOTORS), Ltd.

**S**TANDARD 6cwt van, new, unregistered, immediate

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Burge & Inglis (Motors), Ltd., Dudden Hill Lane,

N.W.10. Willesden 4869. [N4017/R]

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**C**OMMER 8cwt van in primer with heater; £248.—

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## CARS FOR HIRE

**A** SYNCHRO



## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

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69.0, 69.2, 69.4, 69.6, 69.8, 70.0, 70.2, 70.4, 70.6, 70.8, 71.0, 71.2, 71.4, 71.6, 71.8, 72.0, 72.2, 72.4, 72.6, 72.8, 73.0, 73.2, 73.4, 73.6, 73.8, 74.0, 74.2, 74.4, 74.6, 74.8, 75.0, 75.2, 75.4, 75.6, 75.8, 76.0, 76.2, 76.4, 76.6, 76.8, 77.0, 77.2, 77.4, 77.6, 77.8, 78.0, 78.2, 78.4, 78.6, 78.8, 79.0, 79.2, 79.4, 79.6, 79.8, 80.0, 80.2, 80.4, 80.6, 80.8, 81.0, 81.2, 81.4, 81.6, 81.8, 82.0, 82.2, 82.4, 82.6, 82.8, 83.0, 83.2, 83.4, 83.6, 83.8, 84.0, 84.2, 84.4, 84.6, 84.8, 85.0, 85.2, 85.4, 85.6, 85.8, 86.0, 86.2, 86.4, 86.6, 86.8, 87.0, 87.2, 87.4, 87.6, 87.8, 88.0, 88.2, 88.4, 88.6, 88.8, 89.0, 89.2, 89.4, 89.6, 89.8, 90.0, 90.2, 90.4, 90.6, 90.8, 91.0, 91.2, 91.4, 91.6, 91.8, 92.0, 92.2, 92.4, 92.6, 92.8, 93.0, 93.2, 93.4, 93.6, 93.8, 94.0, 94.2, 94.4, 94.6, 94.8, 95.0, 95.2, 95.4, 95.6, 95.8, 96.0, 96.2, 96.4, 96.6, 96.8, 97.0, 97.2, 97.4, 97.6, 97.8, 98.0, 98.2, 98.4, 98.6, 98.8, 99.0, 99.2, 99.4, 99.6, 99.8, 100.0, 100.2, 100.4, 100.6, 100.8, 101.0, 101.2, 101.4, 101.6, 101.8, 102.0, 102.2, 102.4, 102.6, 102.8, 103.0, 103.2, 103.4, 103.6, 103.8, 104.0, 104.2, 104.4, 104.6, 104.8, 105.0, 105.2, 105.4, 105.6, 105.8, 106.0, 106.2, 106.4, 106.6, 106.8, 107.0, 107.2, 107.4, 107.6, 107.8, 108.0, 108.2, 108.4, 108.6, 108.8, 109.0, 109.2, 109.4, 109.6, 109.8, 110.0, 110.2, 110.4, 110.6, 110.8, 111.0, 111.2, 111.4, 111.6, 111.8, 112.0, 112.2, 112.4, 112.6, 112.8, 113.0, 113.2, 113.4, 113.6, 113.8, 114.0, 114.2, 114.4, 114.6, 114.8, 115.0, 115.2, 115.4, 115.6, 115.8, 116.0, 116.2, 116.4, 116.6, 116.8, 117.0, 117.2, 117.4, 117.6, 117.8, 118.0, 118.2, 118.4, 118.6, 118.8, 119.0, 119.2, 119.4, 119.6, 119.8, 120.0, 120.2, 120.4, 120.6, 120.8, 121.0, 121.2, 121.4, 121.6, 121.8, 122.0, 122.2, 122.4, 122.6, 122.8, 123.0, 123.2, 123.4, 123.6, 123.8, 124.0, 124.2, 124.4, 124.6, 124.8, 125.0, 125.2, 125.4, 125.6, 125.8, 126.0, 126.2, 126.4, 126.6, 126.8, 127.0, 127.2, 127.4, 127.6, 127.8, 128.0, 128.2, 128.4, 128.6, 128.8, 129.0, 129.2, 129.4, 129.6, 129.8, 130.0, 130.2, 130.4, 130.6, 130.8, 131.0, 131.2, 131.4, 131.6, 131.8, 132.0, 132.2, 132.4, 132.6, 132.8, 133.0, 133.2, 133.4, 133.6, 133.8, 134.0, 134.2, 134.4, 134.6, 134.8, 135.0, 135.2, 135.4, 135.6, 135.8, 136.0, 136.2, 136.4, 136.6, 136.8, 137.0, 137.2, 137.4, 137.6, 137.8, 138.0, 138.2, 138.4, 138.6, 138.8, 139.0, 139.2, 139.4, 139.6, 139.8, 140.0, 140.2, 140.4, 140.6, 140.8, 141.0, 141.2, 141.4, 141.6, 141.8, 142.0, 142.2, 142.4, 142.6, 142.8, 143.0, 143.2, 143.4, 143.6, 143.8, 144.0, 144.2, 144.4, 144.6, 144.8, 145.0, 145.2, 145.4, 145.6, 145.8, 146.0, 146.2, 146.4, 146.6, 146.8, 147.0, 147.2, 147.4, 147.6, 147.8, 148.0, 148.2, 148.4, 148.6, 148.8, 149.0, 149.2, 149.4, 149.6, 149.8, 150.0, 150.2, 150.4, 150.6, 150.8, 151.0, 151.2, 151.4, 151.6, 151.8, 152.0, 152.2, 152.4, 152.6, 152.8, 153.0, 153.2, 153.4, 153.6, 153.8, 154.0, 154.2, 154.4, 154.6, 154.8, 155.0, 155.2, 155.4, 155.6, 155.8, 156.0, 156.2, 156.4, 156.6, 156.8, 157.0, 157.2, 157.4, 157.6, 157.8, 158.0, 158.2, 158.4, 158.6, 158.8, 159.0, 159.2, 159.4, 159.6, 159.8, 160.0, 160.2, 160.4, 160.6, 160.8, 161.0, 161.2, 161.4, 161.6, 161.8, 162.0, 162.2, 162.4, 162.6, 162.8, 163.0, 163.2, 163.4, 163.6, 163.8, 164.0, 164.2, 164.4, 164.6, 164.8, 165.0, 165.2, 165.4, 165.6, 165.8, 166.0, 166.2, 166.4, 166.6, 166.8, 167.0, 167.2, 167.4, 167.6, 167.8, 168.0, 168.2, 168.4, 168.6, 168.8, 169.0, 169.2, 169.4, 169.6, 169.8, 170.0, 170.2, 170.4, 170.6, 170.8, 171.0, 171.2, 171.4, 171.6, 171.8, 172.0, 172.2, 172.4, 172.6, 172.8, 173.0, 173.2, 173.4, 173.6, 173.8, 174.0, 174.2, 174.4, 174.6, 174.8, 175.0, 175.2, 175.4, 175.6, 175.8, 176.0, 176.2, 176.4, 176.6, 176.8, 177.0, 177.2, 177.4, 177.6, 177.8, 178.0, 178.2, 178.4, 178.6, 178.8, 179.0, 179.2, 179.4, 179.6, 179.8, 180.0, 180.2, 180.4, 180.6, 180.8, 181.0, 181.2, 181.4, 181.6, 181.8, 182.0, 182.2, 182.4, 182.6, 182.8, 183.0, 183.2, 183.4, 183.6, 183.8, 184.0, 184.2, 184.4, 184.6, 184.8, 185.0, 185.2, 185.4, 185.6, 185.8, 186.0, 186.2, 186.4, 186.6, 186.8, 187.0, 187.2, 187.4, 187.6, 187.8, 188.0, 188.2, 188.4, 188.6, 188.8, 189.0, 189.2, 189.4, 189.6, 189.8, 190.0, 190.2, 190.4, 190.6, 190.8, 191.0, 191.2, 191.4, 191.6, 191.8, 192.0, 192.2, 192.4, 192.6, 192.8, 193.0, 193.2, 193.4, 193.6, 193.8, 194.0, 194.2, 194.4, 194.6, 194.8, 195.0, 195.2, 195.4, 195.6, 195.8, 196.0, 196.2, 196.4, 196.6, 196.8, 197.0, 197.2, 197.4, 197.6, 197.8, 198.0, 198.2, 198.4, 198.6, 198.8, 199.0, 199.2, 199.4, 199.6, 199.8, 200.0, 200.2, 200.4, 200.6, 200.8, 201.0, 201.2, 201.4, 201.6, 201.8, 202.0, 202.2, 202.4, 202.6, 202.8, 203.0, 203.2, 203.4, 203.6, 203.8, 204.0, 204.2, 204.4, 204.6, 204.8, 205.0, 205.2, 205.4, 205.6, 205.8, 206.0, 206.2, 206.4, 206.6, 206.8, 207.0, 207.2, 207.4, 207.6, 207.8, 208.0, 208.2, 208.4, 208.6, 208.8, 209.0, 209.2, 209.4, 209.6, 209.8, 210.0, 210.2, 210.4, 210.6, 210.8, 211.0, 211.2, 211.4, 211.6, 211.8, 212.0, 212.2, 212.4, 212.6, 212.8, 213.0, 213.2, 213.4, 213.6, 213.8, 214.0, 214.2, 214.4, 214.6, 214.8, 215.0, 215.2, 215.4, 215.6, 215.8, 216.0, 216.2, 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245.0, 245.2, 245.4, 245.6, 245.8, 246.0, 246.2, 246.4, 246.6, 246.8, 247.0, 247.2, 247.4, 247.6, 247.8, 248.0, 248.2, 248.4, 248.6, 248.8, 249.0, 249.2, 249.4, 249.6, 249.8, 250.0, 250.2, 250.4, 250.6, 250.8, 251.0, 251.2, 251.4, 251.6, 251.8, 252.0, 252.2, 252.4, 252.6, 252.8, 253.0, 253.2, 253.4, 253.6, 253.8, 254.0, 254.2, 254.4, 254.6, 254.8, 255.0, 255.2, 255.4, 255.6, 255.8, 256.0, 256.2, 256.4, 256.6, 256.8, 257.0, 257.2, 257.4, 257.6, 257.8, 258.0, 258.2, 258.4, 258.6, 258.8, 259.0, 259.2, 259.4, 259.6, 259.8, 260.0, 260.2, 260.4, 260.6, 260.8, 261.0, 261.2, 261.4, 261.6, 261.8, 262.0, 262.2, 262.4, 262.6, 262.8, 263.0, 263.2, 263.4, 263.6, 263.8, 264.0, 264.2, 264.4, 264.6, 264.8, 265.0, 265.2, 265.4, 265.6, 265.8, 266.0, 266.2, 266.4, 266.6, 266.8, 267.0, 267.2, 267.4, 267.6, 267.8, 268.0, 268.2, 268.4, 268.6, 268.8, 269.0, 269.2, 269.4, 269.6,



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**BULL'S**—A tyre for every job; new and remoulds; free fitting, call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Ten. Bar 1747. [0774/R

**TYRES**—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes; write, stating your size and receive per return of post our quotation, post orders only.—The Goswell Rubber & Tyre Co., Ltd., 1 and 3, Wilmet Place, N.W.1. Tel. Gulliver 5421 and 5422. Wires Goswellro, Norwest, London. [0087/R

## WHEELS, DISCS, TRIMS, ETC.

**WHEELS** (used), all sizes for every type of vehicle.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0988/R

**WIRE** wheels shot blasted, stove enamelled, all colours; £1 each.—G. L. Perry, 10, Watling St., Bexleyheath 3178. [3958

**DISMANTLED** wheels, most Austin spoke types, 25/-; Easydiscs, 30/- to 40/-; all cars 5/-; 2,000 cars dismantled.—"Motolympia", Wexham. [3633

**MOST** types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Est. 4293. [0678/R

**ALL** types of wheels repaired, replacement service.—W. & Fage, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

**WHITEWALL DISCS**, Ltd., can supply lightweight toughened plastic discs suitable for Ford cars, 13in and 14in wheels from 58/- per set, post 20/-; 13, Bishop Bridge Rd., London, W.2. Amb. 8266. [0222/R

**WEST LONDON REPAIR CO., Ltd.**, Wim. 6316-7; wire wheels repaired, stove enamelled, hubs replined; easy clean wheels repaired.—56, High St., Wimbledon. [0638/R

**CLARE'S MOTOR WORKS**—Large stock wheels, wire, Easy Clean and Antirattle and second-hand exchange service.—250, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R

**6000** car wheels, second-hand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Mason & Sons, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0222/R

## WINDSCREENS, WIPERS, ETC.

**SCREENS** off dismantled cars.—Write, "Motolympia", Wexham. Over 2,000 cars dismantled. [3631

**BRITISH STEEL FRAME CO., Ltd.**, 205, Cambridge Heath Rd., E.2.—Manufacture sports special and popular windscreen assemblies; also fixed and sliding windows for utilities conversions.—Bishopgate 9611-3. [0938/R

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

**GODDARD & SMITH.**

**PROFESSIONAL** advisers and valuers to the motor industry.

**PORTSMOUTH**—On main road frontage, 55ft garage, workshop, showroom with store over, offices having a self-contained flat over; 4 pumps, sales 40,000 gallons p.a., capable of increase; turnover £25,000 p.a.; price £10,000, freehold, "all in." [0251/R

**WEST** Country—City centre, showrooms and garages, additional garage and filling station, tractor sales and excellent car agencies, 120 new vehicles p.a., tractors about 70; annual turnover £200,000; private car; "all in." Price, £37,500, freehold, s.a.v. [3632

**SOUTH** Devon—Garage and petrol station pleasantly situated close to the sea, frontage 80ft, showroom, workshop, offices and a 5/6 flat, 6 pumps; sales approx. 52,000 gallons p.a.; established marine engineers, also an agency for a popular make of car is held; turnover 1955, £40,740; price, £37,500, freehold, s.a.v. [3632

**SOUTH** London—Modern petrol filling station, petrol sales 4,000 per week; price £25,000, freehold, mortgage available. [0477/R

**GODDARD & SMITH**, 22, King St., St. James's, London, S.W.1. Whitehall 2721 (20 lines). [0053

**ANTHONY D. LEWIS & CO.**

**SPECIALIST** agents for the sale of motor businesses, garages and filling stations; valuations of premises, equipment and/or stock for all purposes; rating valuers and assessors.

**NORTH** Hampshire—Modern filling station with showrooms, excellent workshops, detached modern brick-built house, petrol sales 1,200 g.p.w., rising; freehold £14,500 s.a.v., including £5,000 s.a.v., balance on mortgage.—Ref. B.1381. [0477/R

**ANTHONY D. LEWIS & CO.**, 95, High St., Esher. [M2071

**FOR** sale.—Garage and 4 petrol pumps, good house, on busy east coast road.—Box 1076. [3778

**A. H. LANSLEY**, 52/53, Friar St., Reading (Tel. 55632). Business transfer specialists and valuers since 1890. [0477/R

**FREEHOLD** motor business, agencies, repairs, estab. 34 years, 30 miles south of London; £10,500, s.a.v.—Box 0636. [2969

**CAR** hire and rank, met.—Kent border, taking £4,000, est. 25 years; repairs; £1,000, modern cars optional; at valuation.—37/37. [3725

**TWO** garages equipped, leasehold, coast road, 40,000 galls., 3/4 mile apart, large self-drive trade; £4,000, would separate.—Grouville Garages Jersey. [2973

**ALDRIDGES** for motor businesses, garages & filling stations, all specialist services in sales, purchases and valuations in home and southern counties.

**OLD** established motor, light motor cycle and cycle business, North London, busy main road, prominent showrooms, pumps, valuable business, motor cycle distributorship and popular agencies, substantial concern; freehold and leaseholds, £35,000 s.a.v. [0477/R

**S.E. London**—Motor car showrooms, office and workshop, prominent main road position, 21 years' lease, £650 per annum; £4,500. [0477/R

**PROPERTIES** are invited to Estate Department, William Rd., N.W.1. Eus. 2352/2745/4515. [M1004

## BUSINESS AND PROPERTY

**MESSES CLARKE & SON WING**, chartered surveyors, auctioneers and valuers, Gordon House, 14, Ship St., Brighton, 1 (Tel. 25284), offer the following:—

**DEVON**, main coast road, popular holiday area, well equipped garage business and petrol filling station, workshop, shop and office, good turnover, petrol sales approximately 64,000 gallons p.a.; price freehold, goodwill and equipment £6,000, s.a.v. [3632

**FURTHER** particulars of above and other garages available from Gladding, Son & Wing, as above. [3632

**JERSEY**—For sale, garage/filling station, equipped gallonage 50-60,000, main road, bungalow, large garden; £3,250, freehold.—Three Mile Garage, St. Saviour. [3632

**EXCEPTIONAL** opportunity due to re-organization, repairs and sales garage, Walton Rd., E. Molesey, Surrey; £2,250 cash.—Particulars Molesey 3993, Kingston 7134. [3632

**SOUTH** Devon coastal resort, freehold garage premises for sale as going concern, 48,000 galls. petrol, repairs, etc.—Full details from Lewis & Rowden, Auctioneers, Teignmouth. [3617

**SUNNY** South Africa, Port Elizabeth, main Cape Rd., garage, filling station, sales, living accommodation, freehold for sale, would consider exchange for similar in or around Surrey.—Box 0946. [3575

**SUNNY** Jersey, C.I. filling station and garage, modern premises with bungalow adjoining main road, no opposition, throughput exceeds 50,000 per annum. Details and requirements to Nelson Ltd., Jersey. [3707

**USED**, car and new motor cycle sales garage, main road position, good forecast and garage, 3 petrol pumps, excellent bungalow; £7,000, Essex, 30 miles from London, private advertiser.—Box 0954. [5584

**GOY & RICHARDS, Ltd.**, the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 32, High St., N.W.5. Tel. Hampstead 4614. [0546/R

**GARAGE** and petrol station, Sussex/Kent border; free site; present hands 42 yrs.; excel. modern repair shop; small living accom.; freehold £2,500; mort. arr.—Walker, Adams & Co., St. Johns Rd., Tunbridge Wells 22264. [3878

**GARAGE** and petrol station, Hastings, free site; 1/2 over £2,000 p.a.; good scope; fully equipped repair shop; 3-bedroom house, freehold £4,500; mort. arr.—Walker, Adams & Co., St. Johns Rd., Tunbridge Wells 22264. [3877

**SERVICE** and filling station on main A16 Boston to Grimsby, comprising large forecourt with electric pumps, repair shop, showroom, office, modern house, 3 bedrooms, bathroom, covering 1 1/4 acres of freehold property.—Box 0982. [5595

**MOTOR** battery and accessory business, trade and retail, situated main road, Kingston, price for lease and fittings, etc., £450, low rent, s.a.v., great scope and good factors agencies.—Write Advertiser, 8, Bramshaw Rise, New Malden, Surrey. [3596

**GREEN & MCKELCKE**, specialist agents for the sale of motor garages and filling stations, offer a selection of garage businesses in all parts; details upon application, stating exact requirements.—303-305, Caledonian Rd., London, N.1. Tel. North 5566. [M2101

## BUSINESS AND PROPERTY

**CHURCH, HOWARD & HILLS, Ltd.**, specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, stating requirements, to—1, Dover St., Piccadilly, London, W.1. Tel. Hyde Park 9529-9. [3617

**VILLAGE** filling station, not tied, high-class Thames-side beauty spot, Berks 4 electric, 3-bedrooms house, 1 acre, 1/2 £20,000 and 1/2, show £1,500 net (50,000 gallons), retiring after many years; £9,500 freehold.—Lansley, 53, Friar St., Reading. (Tel. 54652.) [3632

**FILLING** station, garage, imposing main road position, Essex, well-planned premises, valuable lease, fine workshops, petrol throughput 72,000 gallons, not tied, for immediate sale; £25,000, plus 3061.—Lincoln & Co., Sole Offices: 9, Hanover Sq., London, W.1. Tel. Grosvenor 6801. [3654

**FILLING** station, garage, required in London or Home Counties; throughput about 100,000 g.p.a. or more; sound propositions only; private sale arranged, quote ref. W.10.—Anthony D. Lewis & Co., 95, High St., Esher. Esher 3577/8/9. [M2071

**FILLING** STATION, garage, with good repairs trade; or scope for introduction required by former motor salesman, up to £10,000 readily available, any Southern Counties area considered, accommodation desirable, immediate viewing arranged; please quote ref. A.D.—Lincoln & Co., 9, Hanover Sq., London, W.1. Tel. Grosvenor 6801. [3655

## SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notifications of Vacancies Order, 1952.

**EXPERIENCED** Motor Salesman with thorough knowledge of used car values. **APPLY:** John Campbell Motors, Ltd., 50, Stoke Newington Rd., N.16. Tel. Oles. 0478/9. [C1036

**EXPERIENCED**, competent demonstration drivers required; conversant with cars sold by Brooklands. **APPLY:** Brooklands of Bond St., Ltd., 103, New Bond St., W.1. [C1029

**WORKING** Manager for small garage, S.E. London; used to all branches of the trade.—Box 1032. [3721

**APPLICATIONS** invited for the post of Service Manager with old-established Wolseley and Jaguar distributors.

**PROVED** administrative ability with up-to-date knowledge of workshop practice and costing essential; company just embarking on programme of expansion commencing with construction of entirely new premises; excellent prospects for progressive man.—Write in confidence, with full details of past experience, salary required, etc., to—

**DIRECTOR** and General Manager, Western Motors (Bristol), Ltd., Park Row, Bristol, 1. [3824

**STORES** executive, motor trade, senior position; Morris essential; for main S. London agents.—Box 1078. [3701

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## SITUATIONS VACANT

**SENIOR Car Salesman** required by Austin distributors in Southern Home Counties.—Box 1012. [3663]

**STORES Manager** required for Austin distributors; must have held similar position; permanent and pensionable post.—Box 1013. [3658]

**AUSTIN Distributor**, South London area, requires experienced works manager, only men with proved ability need apply.—Box 1009. [3659]

**PARTS Manager** required by Austin main parts stockist situated South London, only men holding similar position need apply.—Box 1011. [3661]

**MOTOR Salesman**; excellent opportunities, leading agents.—Apply in writing, Sales Executive, J. Corydon, Ltd., 102, Sydney St., S.W.3. [3667]

**FOREMAN**, experienced, disciplinary, estimating, and W. London, Vauxhall-Bedford main dealer.—Details Box 1091. [3668]

**SALES Manager**, preferably with comprehensive background, adaptable pleasant personality, Surrey/Hants border.—Box 1092. [3663]

**Vauxhall and Bedford salesmen** required.—Write, giving fullest particulars, to Sales Director, G.R. Ltd., 300, Balham High Rd., London, S.W.17. [3600]

**MOTOR Fitters**, skilled, required, top rate, permanent position; bonus.—174-176, Sheen Rd., Richmond 4622. [3917]

**SOUTH DEVON motor business** require working service manager with Vauxhall, Bedford experience preferred; good prospects.—Box 0824. [3360]

**MOTOR Salesman** (apprentice); excellent opportunities, leading agents.—Apply in writing, Sales Executive, J. Corydon, Ltd., 102, Sydney St., S.W.3. [3668]

**MOTOR Salesman**; 4-figure plus job awaits competent creative applicant; age pref. 33-48; pos. perm. right mkt; well est. organisation in London.—Box 0955. [3583]

**FORD dealer**, London, S.W.8 district, requires good all-round mechanic with Ford experience; top rates and prospects for right man.—Apply giving fullest particulars to Box 0969. [3915]

**FULLY skilled motor mechanics**, lubrication operators and showroom attendants required, top rates paid. Mebes & Mebes, Ltd., The Broadway, Mill Hill, N.W.7. Mill 2040. [3502]

**WEST Herts.**—Owner of small established firm of car sales, body repairs, desires contact motor engineer, preferably qualified, view working partnership and expansion.—Box 1046. [3745]

**ROLLS-ROYCE and Bentley mechanic**, permanent position with pension scheme, for works trained man.—Apply W. Watson & Co. (Liverpool), Ltd., Hamilton St., Birkenhead. [3505]

**FOREMAN mechanic**, aged 30 to 40, interested in partnership venture in south-west or west London area; no capital necessary; initially part-time work, evening, week-end.—Box 1031. [3720]

**SERVICE Manager** required for garage and petrol station in N.W. London; good administrative and technical ability essential; commanding salary £700; pension scheme available.—Box 1077. [3777]

**PANEL Beater** required, excellent working conditions in new workshops; rate 5/6 per hour, holidays with pay, pension scheme available.—Apply Maidenhead Autos, Ltd., Bath Rd., Taplow. Tel. Maidenhead 444. [3698]

**TWO first-class mechanics** required by Fraser-Nash cars to train near London and subsequently abroad with manufacturer before taking up permanent post with responsibility for maintenance of imported cars; must be intelligent and of good education. Hounslow A.F.N., Ltd., 400, London Rd., Isleworth. [342015]

**ACTIVE directorship** offered young man with sales experience in established industrial vehicle agents and dealers South London; investment £1,500.—Details from Rees, Smith, Ltd., 30, Bedford Row, W.C. [3924]

**GENERAL Manager** required for Rootes Group retail dealers in Watford area; knowledge of sales, service and accounts essential.—Write giving full experience and capabilities to Grimaldi, Bros., Ltd., St. Albans. [3626]

## SITUATIONS VACANT

**TESTER** required, large Midland distributor carrying four high-class franchises; good prospects for ability keen man.—Box 1033. [3722]

**COMMERCIAL vehicle salesman** required by Austin distributors situated in Surrey, only experienced men need apply.—Box 1010. [3660]

**WANTED**—Skilled and semi-skilled automobile electrical and general maintenance engineers; ideal working conditions; living accommodation available.—Apply in writing to—Bertram Smith, Smith's Motors, Dorecourt. [3751]

**COMMERCIAL Salesman** required by Rootes Group main dealer in Hertfordshire, some experience preferred, but not essential as training will be given to right man.—Apply W. Waters and Sons, Ltd., Barnet By-Pass, Hatfield 2711, or evenings Wembley 5979. [3695]

**PARTS Manager** required for main dealer depot handling Bedford and Vauxhall spare parts; applicant must be fully experienced in V.B. procedure and must have good organising ability.—Apply Box 1059. [3694]

**WANTED**—Driving instructor with at least 10 years' experience, permanent living accommodation can be arranged; applications in writing giving full details of driving experience to—Bertram Smith, Smith's School of Motoring, Dorecourt. [3751]

**MANAGER** for large garage and service station (London area); good sal. and pension prospects for applicant in age group 30-40, possessing energy, initiative, sales and general commercial experience; L.B.—Box 1074. [3780]

**CELLULOSE Sprayer** charge hand required; excellent working conditions in new workshops; rate 6/- per hour, holidays with pay, pension scheme available.—Apply Maidenhead Autos, Ltd., Bath Rd., Taplow. Tel. Maidenhead 444. [3699]

**FORD main dealer** has vacancies for commercial vehicle salesman; excellent prospects; salary and commission; car provided.—Write in first instance to Sales Manager, F.H. Peckover, Ltd., 219, Balham High Rd., London, S.W.17. Balham 1271 (10 lines). [0007/R]

**SMITH'S MOTORS OF DOVERCOURT** have a vacancy for a fully experienced car salesman; applicants, whose age should not exceed 55, should give full details of present and previous experience; permanent progressive position; accommodation available. [3759]

**MANAGER**, workshop or general, 45 years of age, lifetime experience in all branches of motor trade, approx. 20 years garage management, estimating, costing, workshop control, car sales, etc., at present employed, seeks position with prospects.—Box 1038. [3724]

**STOREKEEPER Receptionist** wanted in busy Austin/Morris agents Works, West London; must be able to discuss service and deal with job cards, good writer essential; beginner or inexperienced useless; send details, experience, age and wages required.—Box 0664. [34019]

**APPLICATIONS** are invited for the position of car salesman with old-established Midland firm; Rootes Group main dealer; used car experience an asset; permanent position with unlimited scope.—Apply in writing giving fullest particulars in confidence to Box 1007. [3664]

**VACANCY** occurs for motor mechanic with house adjoining garage provided; applicant must be fully qualified and experienced; accommodation includes 3 bedrooms, bathroom, 2 reception rooms and kitchen.—Apply with references to Castle's of Hinckley, 35, Derby Rd., Hinckley, Leics. [3815]

**OPPORTUNITY** for well-educated automobile engineer, aged about 30, in head office of national organisation, on work of consultative and advisory nature; sound practical experience and knowledge of repair work and costs more important than academic qualifications.—Full particulars in confidence to Box 1072. [3792]

**FULLY skilled motor mechanic** required for British Automobile Association in United States; must have comprehensive knowledge of Jaguar, M.G. and some other British cars; will assist in securing flat; Jaguar experience preferred; wages \$65.00 per week (25); state full particulars in first letter.—Box 0696. [3620]

## SITUATIONS VACANT

**GUY SALMON (AUTOMOBILES)**, Portsmouth Rd., Thames Ditton, have a vacancy for a fully skilled mechanic with view to upgrading to foreman, only first-class men need apply.—Write or 'phone Embury 6551 or 3501. [3601]

**HENLYS** offer first-class car salesmen, with experience, an excellent opportunity of a well paid job with a future; will those interested in the Home Counties and South of England areas telephone Wessex Motors, Salisbury 3275, for an appointment. [M6387]

**ABLE assistant** and capable mechanic wanted for permanent post with accommodation on estate Hunts; must be capable all duties service and maintenance; good cars and equipment; excellent opportunity and salary for serious-minded man; please write fully including age, experience, reason, size of family, present wage, etc.—Box 1008. [3663]

**MOTOR MACS (EXETER)**, Ltd., for Standard and Triumph distributors, have vacancies for private car salesmen who must be experienced in both buying and selling; these are good situations, permanent and pensionable; salary and commission; a good record is essential.—Apply in writing to Motor Macs (Exeter), Ltd., 167-169, Sidwell St., Exeter. [3416]

**A.E.C. Ltd.**, require detail draughtsmen; experience of the motor industry an advantage; modern offices and equipment; excellent opportunities; good salary offered. Five-day week, pension scheme and canteen facilities.—Applications in writing, giving age, experience and salary required to Staff Records Office, Windmill Lane, Southall, Middlesex. [3202]

**COMPETENT** and energetic salesman required for North Surrey district; must have considerable experience in new and second-hand car sales and able to work to a large extent on own initiative; knowledge of Rootes Group products an advantage although not essential; good prospects for right type of man; apply stating age, experience and salary requirements; applications treated in strictest confidence.—Box 1093. [3681]

**HARRY FERGUSON RESEARCH, Ltd.**, require H.N.C. or equivalent; interesting work on new projects, with excellent prospects; non-contributory superannuation scheme; this company is at present temporarily located near Banbury pending the erection of new premises near Coventry; free transport available to and from temporary premises and Coventry.—Apply in writing to: Chief Draughtsmen, Harry Ferguson Research, Ltd., Chipping Warden Aerodrome, N. Banbury, Oxon. [3592]

**BRITISH PETROLEUM Company, Limited**, has a vacancy for a Mechanical Engineer (Automotive); applicants should have an Engineering Degree or equivalent and preferably some experience in the Automobile and/or Petroleum industry; a knowledge of spark ignition engine fuel and lubricating oil problems would be an advantage; age limit 28; successful candidates will be required to maintain technical contact with motor manufacturers and consumers in the U.K. and abroad; salary according to age, qualifications and experience; non-contributory pension scheme; luncheon club; write, giving full particulars, quoting H. 3669, to Box 6810, c/o 191, Gresham House, E.C.2. [3668]

## SITUATIONS WANTED

**CONSULTING Engineer (Automobile)**, 25 years, experienced motor trade, qualified engineer and vehicle examiner seeks appointment, London area or 12 miles radius.—Box 1049. [3742]

**MOTOR trade**, commercial executive, 30, now earning £700 with major accessory manufacturer seeks position in trade, all aspects of the motor vehicle have always been chief life interest; enthusiastic application to job guaranteed; willing undertake technical training in own time.—Box 0929. [3541]

## BOOKS, ETC.

**OPEL 1938** Cadet/Olympia English instruction manual; 15/- c.o.d.—Box 1063. [3758]

**HANDBOOKS**, workshop manuals, motoring books; catalogue 6d (10c); enquiries, stamp please.—Gray, Hurstcroft, Sussex. [32060]

**SPORTS Car Bodywork** 21/9; Utility Bodywork 19/9; Retraining a Car, 11/-; post paid.—Craftsmen Publications, 9, New St. Square, London, E.C.4. [3685]

## HOTELS, GUEST HOUSES, ACCOMMODATION

## HOTELS, ETC.

**JERSEY**, Channel Islands.—You will enjoy your holiday at "White Heather" Private Hotel, Millbrook; close to sea and town; write for details. [3967]

**SILVERSTONE**.—18 miles, guest house, dinner, bed, breakfast.—"Nuntons", Olney, Bucks. Tel. 335. [3966]

**TORQUAY**.—Aberfeldy Hotel, Lower Warberry Rd.; board residence; a.s.e. for brochure; early late holidays.—Tel. 4928. [3947]

**NORTH WALES (Pwllheli)**.—Mrs. C. D. Davies, Llwynhuddol Farm; full board res., modern conv.—Tel. Pwllheli 548. [3946]

**ST. IVES**.—"Tresco." Bowling Green Terrace, every comfort and convenience, recommended.—Freeman. [3949]

**CORNWALL** (Clifton House, Port Isaac).—From signs; overlooking sea; modern conveniences; garage.—Tel. 291. [3967]

**CORNWALL**.—Fernlea Guest House, St. Just, Penzance, near Bannan Cove.—Brochure a.s.e. Mrs. Ferguson. [3741]

**SUNNY Mediterranean**, Bandon; bed, breakfast 5/6s weekly.—London Correspondent, 23, Park Ave., Bush Hill Park, Enfield. [1281]

**CORNWALL**.—Homely accommodation, good food, own produce; bathroom; garage; sea 5 mls.—Mrs. Dawe, Trelash Cottage, Trelash, Warbstow, nr. Launceston. [3847]

## HOTELS, ETC.

**NICE**.—Coach, rail, air, including self-drive car staying at 4-star luxury hotel 11 days from 49/6s inclusive.—Doutours, 130, Crawford St., London, W.1. Tel. WE 4798. [3948]

**CO. CORK**.—Homely people welcomed, ideal seaside residence; all ingredients best-ever holiday; photos 7/6s; reduction May/June.—Robinson, Lisalee, Courtmacsherry. [3965]

**BARMOUTH**, N. Wales.—Superb scenery; Min-V-Mor private hotel; on sea front, balcony, table tennis, talks.—Brochure from G. Waddell, 38119. [38219]

**JERSEY**.—Happy holidays at Magnolia House, Raleigh Ave., St. Helier; second register; central; very comfortable; no restrictions; bed and breakfast. [2133]

**DEVON**.—Charming guest house; Dunlopillo beds, h. & c. basins, farm produce, excellent cooking; easy distance Clovelly.—Harris, The Cottage, Buckland Brewer. [3945]

**EASTBOURNE**.—Bankside Hotel, Silverdale Rd., minute sea, close theatre, winter garden; dinner, bed, breakfast, 6/6s; season 7/7/6s.—Tel. 2900. [3733]

**SWANAGE**, Dorset.—Glen Roy Guest House, 18, Park Rd., two minutes sea, bed, breakfast and late dinner, full board Sundays, h. & c. basins, spring interior beds, pleasant dining room, comfortable lounge, T.V. Vacancies May, June and September.—Smith, Tel. 3102. [3682]

## HOTELS, ETC.

**ST. IVES**, Cornwall.—Trellissick Hotel; excellent cuisine, personal attention; car park free; glorious sea views; inspection invited. [3963]

**PENZANCE**.—"Pamville." Tolver Rd.; bed and breakfast and evening dinner (6.30), separate tables; central; highly recommended; s.a.e. brochure. [3950]

**HOLIDAY** at Jersey's premier country and seaside hotel; special low rates for April and May; colour brochure free.—Waters, Edge Hotel, Bouley Bay, Jersey, C.I. Northern 777. [3954]

**LEFRACOMBE**.—"Clovelly." central, magnificent sea views, h. & c., attractively furnished, excellent food and service, homely atmosphere, garage, car park adjoining, moderate terms, personal attention; illustrated brochure.—Mrs. May Lovell, Tel. 892. [3951]

**"LITTLE Guide to Village Inns, Farms, Hotels** on and off the beaten track round Britain's coast and countryside." 3/6, p.p. 3d; or with supplementary Mini-Guide listing over 500 friendly halts for bed and breakfast, 5/- post free.—Victor Hilton, Harbourside, Torquay. [3940]

**CORNWALL**.—Unique licensed hotel in picturesque fishing cove; all bedrooms face sea; A.A. recommended, R.A.C.; perfect sands, boating, bathing, surfing, rock climbing; ideal family hotel, unsuitable for elderly and infirm; from 30/- daily or £9/9 weekly, children half tariff.—Sennen Cove Hotel, near Penzance. (Sennen 273.) [0657/R]







## R.A.C. MOTOR INSURANCE

R.A.C. Motor Insurance.—If you have been insured for the past 12 months without claim, transfer your insurance to the R.A.C. policy and receive an immediate 33½ per cent. No Claims bonus. The bonus reduction is increased to 40 per cent for four consecutive claim free years in respect of cars registered after 1st January, 1947, which are comprehensively insured. We are quoting below, premiums for cars garaged in Area A: the counties of Cornwall, Devonshire, Dorsetshire, Gloucestershire, Herefordshire, Monmouthshire, Somersetshire, Wiltshire. Other districts quoted with the same advantageous benefits throughout the British Isles.

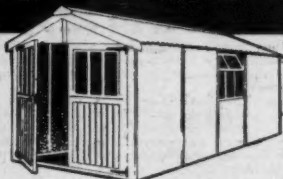
FULLY Comprehensive any driver: rates for drivers with twelve months free of claim are as follows: 8 h.p. 1,100 c.c., £7/6/-; 9 h.p. 1,300 c.c., £8/11/4; 12.9 h.p. 1,600 c.c., £9/4/-; 16 h.p. 2,300 c.c., £10/9/4; 20 h.p. 3,000 c.c., £11/14/8; 25 h.p. 3,700 c.c., £13/12/8; 21 h.p. 4,500 c.c., £16/16/-.

THE examples given are assumed to be cars registered on and after 1st January, 1947, and the value is taken as £300, for cars valued more than £300, add 10/- per £100. Insure with confidence and get the benefit of R.A.C. Insurance Service. Cover notes and proposal forms immediately by post.

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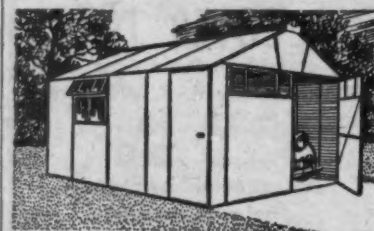


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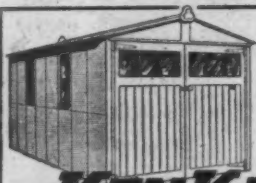
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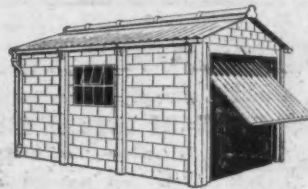
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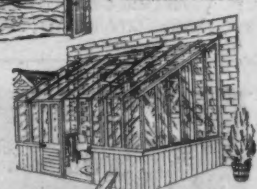
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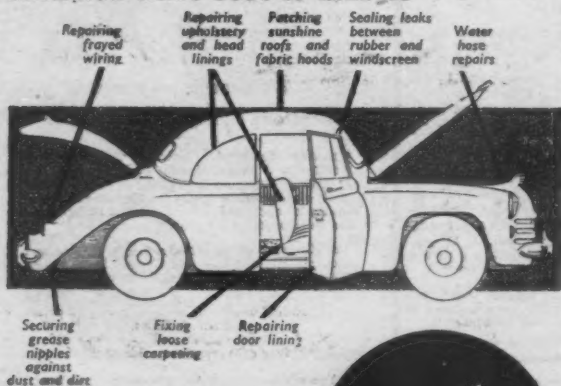
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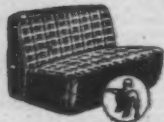


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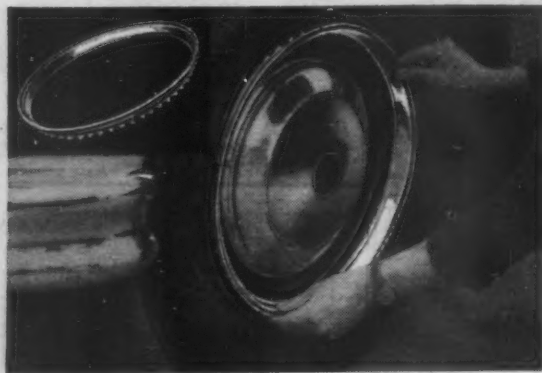
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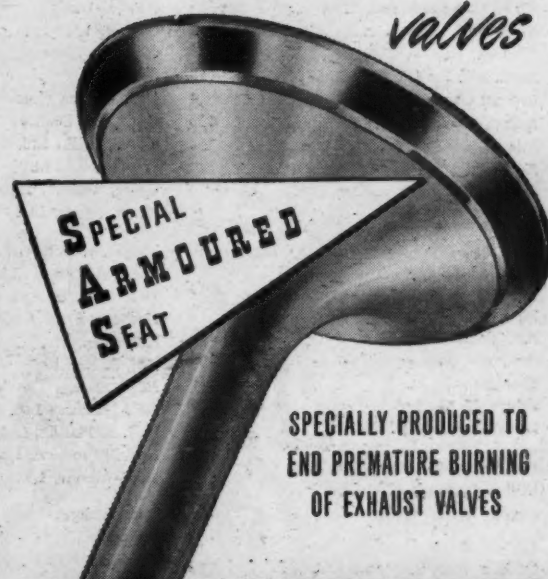
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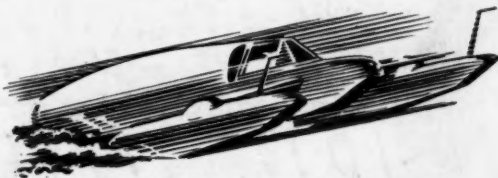
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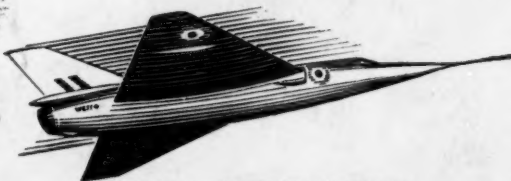
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